



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

312-454-0400 (voice)  
312-454-0411 (fax)  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## Chicago Metropolitan Agency for Planning Transportation Committee Agenda Friday, March 5, 2010

Cook County Conference Room  
233 S. Wacker Drive, Suite 800, Willis Tower  
Chicago, Illinois

- 1.0 Call to Order and Introductions** **9:30 AM**  
Chris Snyder, Committee Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – January 6, 2010**  
ACTION REQUESTED: Approval
- 4.0 Transportation Improvement Program (TIP) (Leroy Kos)**  
TIP revisions that exceed amendment thresholds have been requested. The TIP Amendments and administrative modifications are attached. Revisions include line items that have been awarded, moved or deleted. IDOT has included proposed projects designated for Job for Main Street funding (aka ARRA 2) to be approved for inclusion in the TIP pending federal action on the Jobs for Main Street Act. The committee is asked to act on both the “regular” and “ARRA 2” TIP amendments. The Jobs for Main Street Act projects, if the Transportation Committee approves, will be made part of the TIP if Congress authorizes funds.  
ACTION REQUESTED: Approval of regular TIP revisions and approval of projects funded by the Jobs for Main Street Act pending Congressional action.
- 5.0 Semi-annual TIP/RTP Conformity Analysis and TIP Amendments (Leroy Kos)**  
The semi-annual RTP/TIP conformity analysis and TIP amendments was released for public comment and subjected to a 45 day public comment period which ended February 20, 2010. No comments were received.  
ACTION REQUESTED: Recommend MPO Policy Committee approval and CMAP Programming Coordinating Committee approval of the TIP/RTP Conformity Analysis and TIP amendments.

## **6.0 Designated Recipients**

The MPO endorses the allocation of Section 5307 and Section 5340 Capital and Planning funds between Illinois, Indiana and Wisconsin, and designates recipients on an annual basis. The RTA Board has negotiated splits of all funding with northwestern Indiana and southeastern Wisconsin and approved the FY 10 allocations to the service boards. The apportionment for the Chicago IL/IN and the Round Lake Beach/McHenry/Grayslake, IL/WI urbanized area are based on percentages. The sub-allocation between IN/IL is 4.280961% of the total amount will be sub-allocated to northwestern Indiana and 95.719039% will be sub-allocated to IL. The sub-allocation between WI/IL is 2.200891% of the total amount will be sub-allocated to southeastern Wisconsin and 97.799109% of the total amount will be sub-allocated to northeastern Illinois. The estimated Section 5307 and 5340 combined capital and planning funds for northeastern Illinois totals \$99,582,680. The funds have been distributed as follows: \$56,595,441 to the CTA; \$27,875,367 to Metra; and \$15,111,872 to Pace.

ACTION REQUESTED: Recommend MPO Policy Committee and Programming Coordinating Committee approval of the funding splits with Indiana and Wisconsin and the designated recipients of the 5307/5340.

## **7.0 Jobs for Main Street Act (H.R. 2847)**

IDOT has released a draft list of projects and are seeking comments from the MPO.

ACTION REQUESTED: Discussion

## **8.0 GO TO 2040**

### **8.1 Update GO TO 2040 (Bob Dean)**

Staff will provide an overall update on the schedule for preparation, review, and release of the draft plan

ACTION REQUESTED: Information

### **8.2 Financial Plan Development (Matt Maloney)**

The development of the transportation financial plan continues, and the document is nearly complete. Staff will update the committee on the financial plan, including adjustments made since the January meeting and implications for funding levels.

ACTION REQUESTED: Discussion

### **8.3 Major Capital Projects (Don Kopec)**

Staff has developed an initial proposal for fiscally constrained major capital projects, described in the attached memo. Committee comments and discussion will be sought. The next step involves

public engagement during the second half of March and April,  
with a draft recommendation scheduled to be presented to the  
Transportation Committee in May  
ACTION REQUESTED: Information

#### **9.0 RTA Update (Leanne Redden)**

This is a standing committee agenda item for RTA to update the  
committee on implementation of HB 656 and other relevant topics.  
ACTION REQUESTED: Information

#### **10.0 State Legislative Update**

A “bills of interest” attachment is included. This list includes bills that  
CMAP is monitoring.  
ACTION REQUESTED: Information and Discussion

#### **11.0 Coordinating Committee Reports**

The next Planning Committee meeting is scheduled for March 10, 2010.  
Topics addressed at the Planning Coordinating Committee’s January  
meeting were included in item 7 on today’s agenda. The next  
Programming Committee meeting is also scheduled for March 10, 2010.

#### **12.0 Public Comment**

This is an opportunity for comments from members of the audience.  
The amount of time available to speak will be at the chair’s discretion.

#### **13.0 Other Business**

#### **14.0 Next Meeting**

The next meeting is scheduled for April 23, 2010 at 9:30 a.m.

#### **15.0 Adjournment**

Transportation Committee Members:

_____ Charles Abraham	_____ Fran Klaas	_____ Keith Sherman
_____ Maria Choca Urban	_____ Don Kopec	_____ Peter Skosey
_____ Michael Connelly	_____ Jamy Lyne	_____ Chris Snyder*
_____ Rocky Donahue	_____ Arlene J. Mulder	_____ Steve Strains
_____ John Donovan***	_____ Randy Neufeld	_____ Vonu Thakuriah
_____ John Fortmann	_____ Jason Osborn	_____ Paula Trigg
_____ Rupert Graham, Jr	_____ Leanne Redden**	_____ David Werner***
_____ Jack Groner	_____ Tom Rickert	_____ Ken Yunker
_____ Luann Hamilton	_____ Mike Rogers	_____ Tom Zapler
_____ Robert Hann	_____ Joe Schofer	_____ Rocco Zuccherio

\*Chair

\*\*Vice-Chair

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\*\*\*Non-voting





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## Chicago Metropolitan Agency for Planning Transportation Committee Minutes **DRAFT MINUTES** January 6, 2010

**Cook County Conference Room**  
**233 S. Wacker Drive, Suite 800, Willis Tower**  
**Chicago, Illinois**

- Members Present:** Chair Chris Snyder-DuPage County, Sid Weseman- RTA, Chuck Abraham-IDOT DPIT, John Beissel- Cook County, Maria Choca-Urbana-CNT, Bruce Christensen-Lake County, John Donovan-FHWA, John Fortmann- IDOT District One, Jack Groner-Metra, Robert Haan-Private Providers, Luann Hamilton-CDOT, Don Kopec-CMAP, Arlene J. Mulder-Council of Mayors, Randy Neufeld-Bicycle and Pedestrian Task Force, Jason Osborn-McHenry County, Keith Sherman-IDOT OP&P, David Simmons-CTA, Peter Skosey-MPC, Mike Sullivan-Kendall County, Steve Strains-NIRPC, Sim Soot- UIC, Jan Ward-Kane County, David Werner-FTA, Tom Zapler-Class 1 Railroads, Rocco Zucchero-Illinois State Toll Highway Authority
- Members Absent:** Rocky Donahue-Pace, Mike Rogers-IEPA, Ken Yunker-SEWRPC, Jamy Lyne-Will County
- Others Present:** Kristen Bennett, Glen Campbell, Lenny Cannata, Lynette Ciavarella, Rob Cole, Chalen Daigle, Joe DiJohn, Chris DiPalma, Kama Dobbs, Bud Fleming, Pat Higgins, Tom Kelso, Marta Perales, Mark Pitstick, Brian Plum, Sara Lutz, Chad Riddle, Chris Staron, Vicky Smith, Emily Tapia, Mike Walczak, Tammy Wierciak
- Staff:** Shana Alford, Patricia Berry, Clair Bozic, Janet Bright, Bob Dean, Teri Dixon, Doug Ferguson, Matt Maloney, Tom Murtha, John O'Neal, Holly Ostdick, Ross Patronsky, Dan Rice, Joy Schaad, Todd Schmidt, Gordon Smith, Ylda Capriccioso

## **1.0 Call to Order and Introductions**

**9:30 AM**

Chris Snyder, Committee Chair, called the meeting to order.

## **2.0 Agenda Changes and Announcements**

There were no changes or announcements.

## **3.0 Approval of the Minutes- November 20, 2009**

Steve Strains motioned for the minutes to be approved, seconded by Don Kopec. All ayes, motion approved.

## **4.0 Regional Freight System Planning (Tom Murtha)**

Tom Murtha presented information on progress of the regional freight system planning effort. Cambridge Systematics, a consulting firm, is completing the analysis and evaluation for the project. The CMAP Freight Committee is serving in an advisory role for the project. The original completion date was scheduled for January 2010 but the timeframe will be extended because further economic analysis is required. This may take approximately two more months. However, recommendations for the freight system will be finished in time for full inclusion in the *GO TO 2040* regional plan.

Tom Murtha told the committee that there are data and reports estimating how the freight flow will change over the next thirty years. The main project themes include the economy, industry logistics, freight infrastructure, traffic flow, organization and public policy, and environmental and community impacts. Mr. Murtha referred the committee to a handout that highlighted the recommendations. Mr. Murtha emphasized that Chicago is still a key manufacturing center, therefore freight is still critical for the region despite the industry downturn and increased shipping efficiency. Additionally, as industry needs change, and more complex technology is used, there will be more demand for workforce development. Mr. Murtha pointed out that for each identified theme there is a policy recommendation. Finally he requested feedback on his presentation. More details on the regional freight system project can be found here:

<http://www.cmap.illinois.gov/cmp/freightsystem.aspx>

Luann Hamilton provided feedback by first stating that the trucking industry is not consolidated, which could present some barriers to industry involvement in freight planning. She then asked whether the trucking industry will play a role in financing projects or just help to prioritize them. Tom Murtha responded that financing needs will need to be worked out within the industry. Currently, clearance is the biggest issue faced by the industry and if clearance is addressed then this may mean savings. Additionally, if freight vehicle miles traveled are reduced, this could also mean cost savings for the industry. Mr. Murtha stated that the plan is still conceptual and how the plan will be implemented is in discussion.

Maria Choca Urban asked if the market demand assessment for freight infrastructure space had been completed. Tom Murtha responded that an assessment had not been completed yet but he was aware that CNT has been doing some work on this issue. Mr. Murtha also stated that examples of how to implement these types of studies will need to be developed.

Jason Osborn asked if there are opportunities to leverage partnerships from this planning process, especially with existing government agencies. Tom Murtha responded that Metropolis 2020 is working on how to protect the public interest in regard to partnerships. However, operational issues in this process will be handled by an operations focused group housed at CMAP.

Arlene Mulder stated that her focus is on environmental and community impacts since environment and health are big issues. She expressed concern that environmental and community concerns are ranked last, and have minimal high priority. Mayor Mulder emphasized that the environment is very important and referred to the Swift Rail Act which passed in 1994. This Act addressed the issue of trains sounding their whistles, which was considered a public disturbance and therefore a matter of public health. However, this public disturbance was countered with the risk of increasing deadly accidents if train whistles were not sounded. The legislation resulted in designating quiet zones in some communities. Mayor Mulder pointed out that the recommendation on economic community impacts listed as #20 shows it as a low priority, which ignores issues that CATS spent a lot of years working on with the federal government. Mayor Mulder requested that this issue be reevaluated.

Peter Skosey inquired whether the study looked at VMT tax on trucks or a truck tolling system, which exists in Germany. Tom Murtha stated that the study did not look at these things but this could be part of future analysis.

Rocco Zuccherro asked if there is an opportunity to encourage utilization for transport facilities during off-peak hours, when there is less traffic. Also, Mr. Zuccherro mentioned that he knows communities have previously resisted this type of effort. Tom Murtha stated that this issue needs to be addressed from an operational point of view. Also, managing truck deliveries should be regionally focused and that delivery destinations should be designed to minimize impact on neighbors. Overall, it is important that freight planning is comprehensive.

Mr. Murtha told the committee that the next freight committee meeting will be on February 18, 2010.

## **5.0 Regional Transportation Operations Coalition (Todd Schmidt)**

Todd Schmidt presented the work plan guiding the regional transportation operations coalition. Mr. Schmidt described operations as day to day management of the

transportation system, in contrast to planning which is considered a longer range analysis and evaluation process. He highlighted a graphic used by the FHWA to describe linkage opportunities between operations management and planning and investment decision making. The main idea behind the coalition is to create an open forum for innovative solutions, to foster partnerships, and to act as a unified voice for operations needs. Mr. Schmidt also mentioned the pre-season construction coordination meeting that met for the first time in 2009. This meeting helped participants to learn what other organizations are doing. There will be another meeting later in 2010.

Staff proposes that the ATTF (Advanced Technology Task Force), Freight Committee, Bike/Pedestrian Committee and the Council of Mayor act together under this coalition. The work program includes a regional data archive, traffic signal improvement and prioritization, freight management, and cooperative funding. The goals of the coalition are to foster collaboration, identify overlapping needs for operations improvements and reduce barriers to operations. The forum will benefit discussion on data needs, guide improvements to operation of the transport system, and promote best practices for operations.

There are resources, staff, agencies, and federal assistance available for this task, but funding is still an issue. Additionally, this coalition will be a new role for the MPO of Chicago. It is important that there is a plan of action that will receive buy-in from the entire region. The proposed schedule for staff to present information about the coalition to CMAP committees is from January through March 2010. April 2010 is the targeted timeframe for implementation of the coalition structure.

Finally, Mr. Schmidt talked about the major sources of congestion which were dominated by bottlenecks and traffic incidents, but some other contributors are bad weather and work zones. Mr. Schmidt emphasized that more enhanced operations could help resolve these issues.

Chris DiPalma complimented Mr. Schmidt's presentation as an innovative proposal for the region. He also stated that this coalition represents a significant shift in the way planning and operations are currently being done.

Luann Hamilton asked how emergency responders in the region would be brought into this plan. She wanted to know the outreach method for recruiting members and whether federal funds are available for this type of activity. Chris DiPalma responded to the topic of federal fund availability. He stated that there is potential for a second ARRA stimulus package. However, the next stimulus would demand that projects are implemented within 90 days. Unfortunately, very few projects can be done in that timeframe. Therefore, the opportunities lie in operational improvements that don't require new ROW (right-of-way). ITS technology is an example of improved operations. Congress is going

to look to MPOs to come up with operational improvements that can be funded; this will put the coalition in a prime position.

Tom Murtha responded that membership must be developed but this likely won't include emergency responders. This coalition requires a time commitment that many emergency responders cannot make. Also, Mr. Murtha added that part of the emphasis of the coalition is having improvements available which put a direct focus on operations. The work will come through existing budgets of partner agencies. The question is whether operations can be managed better and work can be coordinated.

Jack Groner asked how CMAP will incorporate others who are not part of CMAP committees. Tom Murtha responded that some non-committee persons already participate in other forums like the ATTF group. Many personnel working on highway issues are involved, although there is not much involvement by transit thus far. This coalition will be filling an existing gap for engagement.

Chris Snyder explained that the ATTF took the place of a previous group that used to be focused on management and operations. He wanted to know if the new coalition will replace ATTF or will it broaden the scope of ATTF. Tom Murtha stated that the intention is for ATTF to continue to focus on technology. The new operations coalition will broaden the overall discussion about transportation but with a focus on operations. Also the new coalition will most likely meet less often.

Rocco Zuccherro mentioned that there are low cost opportunities to maximize existing resources. He emphasized that using technology to communicate is important but asked if any cost-benefit analysis had been completed. He also asked if there was a comparison of cost-effective operations investments compared to other types of investments. Chris DiPalma shared that there are studies on specific improvements. There is a need to bring all of the research together in order to create a concrete focus on the region and try to measure how much impact certain investments will have. The research has to be brought down from an academic level to a more concrete level.

Tom Murtha asked for a recommendation from the committee to establish the regional transportation operations coalition. Rocco Zuccherro motioned for an approval and Bruce Christensen seconded this motion. All ayes, motion approved.

## **6.0 Transportation Improvement Program (Leroy Kos)**

Leroy Kos referred the committee to the state/regional resources table (Table 3-1) that was part of the committee packet. The table was recently updated to include the RTA Board approved capital program marks for 2010-2014. Also, Mr. Kos stated that the TIP amendment and modification reports were released for a seven day period for public review. He requested acceptance of the updated table and approval of the TIP revisions.

Acceptance of the updated table and approval of the TIP revisions was moved by Sid Weseman seconded by Luann Hamilton. All ayes, motion approved.

#### **7.0 Semi-annual TIP/RTP Conformity Analysis and TIP Amendments (Leroy Kos)**

Leroy Kos informed the committee that the semi-annual TIP/RTP conformity analysis and TIP amendments were ready for release to the public for a forty-five day comment period ending on February 20, 2010. Mr. Kos requested a motion to release the amendments and conformity analysis to public. Release of the amendment and conformity analysis for public comment was moved by Mayor Mulder and seconded by Don Kopec. All ayes, motion approved.

#### **8.0 CMAQ Rescission and Active Program Management (Holly Ostdick)**

Holly Ostdick addressed several issues related to the CMAQ rescission. First, Ms. Ostdick highlighted a word change in the previous rescission memo dated November 19, 2009. On the first page, in the first sentence of the second paragraph, the word “arbitrarily” was changed to “prematurely”. Also, she told the committee that the CMAQ Project Selection Committee had addressed the question of whether or not all phases of a project would move together from the CMAQ A-list back into the TIP and had agreed to keep this wording in the memo as it is and handle each project on a case by case basis. Some projects move more swiftly than others, so in some cases it will be appropriate to bring only a single phase into the TIP.

Ms. Ostdick also told the committee that the list of projects affected by the recession is still changing and will be finalized prior to the January meeting of the MPO Policy Committee. Thus far eighteen projects have been moved off of the CMAQ A-list and these projects totaled \$40.7 million. There are still 131 projects on the list totaling \$201.3 million. An email will be sent to all project sponsors to let them know if their projects were moved to the A list and instructions will be provided on how to have projects taken off of the list and moved into the TIP. As previously discussed, the desired result of this facet of active program management is timely realization of the benefits of the programmed CMAQ projects.

#### **9.0 Preferred Scenario (Bob Dean)**

Bob Dean stated that the action he was requesting was a recommendation to the MPO Policy Committee to endorse the current draft of the preferred regional scenario. Mr. Dean stressed that an endorsement was needed first and then staff will delve into further detail on developing policies and recommendations for *GO TO 2040*. Since the release of the draft document in November 2009, staff added new graphics on pages # 7 and #12. In the near future, a H&T (housing and transportation) index will be added. Analysis of the economic impact of jobs and wages will also be completed. CMAP staff continues to wordsmith the draft, but is not changing the substance of the content. Mr. Dean asked for any feedback from the committee.

Chris Snyder inquired if the document being presented was the same document that has been shared with other committees. Bob Dean answered that the current version hasn't been sent to other committees yet, but the newer version responds to previous comments.

Mayor Mulder asked for clarification on the difference between the reference and the preferred scenarios. She stated that there seemed to be minor differences based on results in the memo. Mr. Dean explained that the reference scenario is the baseline scenario that considers current conditions. The preferred scenario combines all of the most positive aspects of each of the three theme based scenarios (innovation, preservation, and reinvestment). Mr. Dean stated that the differences in impact will depend on which scenarios are being compared.

Sidney Weseman complimented staff on their hard work and the results completed thus far. He said that the results of this work will serve as a tool for guidance.

A recommendation for endorsement of the preferred Regional Scenario document to the Policy Committee and CMAP Board was motioned by Jack Groner, seconded by Peter Skosey. All ayes, motion carried.

## **9.2 Financial Plan (Matt Maloney)**

Matt Maloney spoke about the memo on reasonably expected revenues. He described these revenues as above and beyond the core revenues. The total amount of core revenue projected by the CMAP analysis totals \$350 billion. The reasonably expected revenue could total approximately 10% of the total or an additional \$35 billion and is badly needed to maintain the system. CMAP believes it is important to advocate for new sources to bring the region's system toward good repair, and to enhance and expand the system. Since staff cannot predict which revenue sources will materialize, the emphasis is on considering the revenues as a whole.

The major item of consideration is an increase in the state motor fuel tax. There is the historical precedent that motor fuel tax may increase; however, a motor tax fuel increase hasn't happened since the 1990's. The forecast for an increase in MFT also includes indexing the tax to inflation. Another item of consideration is congestion pricing which has gathered a considerable amount of discussion and coordination among CMAP, RTA, the Tollway and MPC. CMAP, in coordination with others, submitted an application to the USDOT for congestion pricing along the I-90. Most recently, the Tollway, Wilbur Smith, and MPC are in the final stages of their study. Revenue estimates are conservative ranging from 2% to over 20% of expressway lane miles being priced for congestion.

Public private partnerships are not included in reasonably expected revenue but they are supported as an innovative financing tool. However, partnerships need to be tied to specific capital projects. Other revenue sources could be variable parking pricing, revenues from climate change legislation, and value capture. Like public private

partnerships, value capture should be linked to specific projects. Finally, if there is a shift in the current 55/45 split to 50/50, this could also leverage more funding in the region.

Chris Snyder asked if the motor fuel tax increase includes an 8 cents increase and then an inflationary increase. Matt Maloney responded that this was correct and indexing would be assumed to occur annually following an increase in the per gallon tax from 19 to 27 cents. . Peter Skosey inquired if the VMT tax was considered in the short term. Mr. Maloney stated that the VMT tax needs more study and investigation before full consideration. Keith Sherman wanted more specifics on how much revenue would be created by shifting the fund allocation split from 55/45 to 50/50. Mr. Maloney stated that over a thirty year period this shift could create up to \$8 billion for the region.

John Fortmann inquired how realistic the estimated split has to be in the plan since part of the reason for the current split is because the region gets transit dollars. Mr. Fortmann raised the question of whether or not a shift in the funding split that would give more revenue to the region was realistic. John Donovan responded that the split is not realistically expected to change. Matt Maloney emphasized that staff is identifying but not selecting recommendations.

Mayor Mulder was concerned that the current calculation is done by using linear miles vs. lane miles. If the calculation for the funding split for rest of state and the region was done by lane miles then this could shift to a 60/40 split. Keith Sherman stated that the lane miles calculation wouldn't make a huge difference, not enough to create a significant shift in funding. Randy Neufield added that it would be good for CMAP staff to tell more about what the criteria might look like to change the revenue split rather than just replacing it with arbitrary numbers for analysis.

Jason Osborn stated that if we were to encourage an 8 cent per gallon tax increase, this revenue would be subject to state influence. He encouraged the region to find an alternative that could be more locally controlled, like sales tax; this funding would go directly to the County. He stressed the importance of local control of funds. Mayor Mulder stated that there are communities that levy additional taxes. Sidney Weseman asked for commentary from John Donovan on the point of view of the FHWA. John Donovan stated that he will not endorse the reasonably expected revenues at this point but he strongly felt that all of the measures merit robust public discussion.

Chris Snyder asked if there was emphasis on VMT reduction at the federal level. John Donovan stated that changes to the gas tax or VMT are going to have primary input from the federal government. The policy changes for either one will have more significant impact.

Matt Maloney stated that there will be an appendix for further analysis of these policies in the *GO TO 2040* regional plan. Chris Snyder also asked if the 27 cent gas tax could be



increased or fall below the identified threshold, even if tied to inflation. Mr. Maloney stated that significant swings are less likely because forecasts for gas tax include inflation based on historical trends, which are considered reasonable over the long run.

Bob Dean moved on to discuss the housing and transportation calculations and stated that private expenditures are projected at \$1.7 trillion over the next thirty years, which shows how much people spend on transportation and housing. Then Mr. Dean referred to the memo on the financial plan and fiscal constraint. It is anticipated that core and reasonably expected revenue will yield \$385 billion over thirty years. This total includes the revenue assumptions for gas tax, congestion, parking, cap and trade, but not public- private partnerships or revenue linked to a shift in the 55/45 split. The financial estimates represent the year of expenditure dollars.

There has been an update to transit and maintenance costs based on more recent RTA information. It is anticipated that total maintenance and operations costs for a safe and adequate system will amount to \$359 billion over thirty years.

John Donovan asked if construction cost increases were considered. Mr. Dean stated that it is assumed that construction costs would increase in the future, which is tied to the rate of inflation. Rocco Zuccherro wanted to better understand why 70% was selected as the acceptable amount of roads deemed safe and adequate, which would imply that 30% of roads are less than adequate. Joy Schaad explained that it was originally assumed that 90% of the roadways would be kept in good and safe condition but then this assumption was reduced to 70% for more conservative estimates. The remaining 30% of roads would be considered in fair, not necessarily poor condition.

Jason Osborn inquired about the difference between 90% and 70% in terms of costs for roadways. Ms. Schaad stated that the difference in costs would be \$125 billion compared to \$96 billion (without inflation), a difference of \$35 billion. Rocco Zuccherro expressed concern that there will be additional maintenance and operations costs for the 30% of roads that are not adequate, which affects users and could increase traffic delays.

Bob Dean expressed that there is a need to apply creative ideas and concepts like those mentioned by Mr. Zuccherro to create better analysis and graphics for maintenance. He stated that CMAP staff is happy to work with more implementers. Randy Neufield wanted to know if CMAP would be better off to include public private partnerships in the financial estimates. Mr. Dean responded that major capital projects need to be tied to partnerships because partnerships are considered innovative financing that would reduce public costs.

Peter Skosey mentioned that it seems that revenue and expenditures are driven and guided by the preferred scenario but wanted to know if people understand that the preferred scenario will lead to safe and adequate roads for only 70% of roadways. If

people want more return on investment then we could reinvest those funds differently to see if there would be a higher return. Mr. Dean explained that costs and revenues provided are only baseline estimates which don't respond to policies or transit improvements. \$359 billion of operations and maintenance costs keep what the region has but doesn't push the system toward the preferred scenario.

Randy Neufield inquired again if it would help to include public private partnerships but Mr. Dean stated he wasn't sure how to apply partnerships to this cost model however he acknowledged that strategic improvements would be less costly with partnerships.

Sidney Weseman requested the dollar amount tied to the local revenue contribution to roadway operation and maintenance costs. Matt Maloney stated that local revenue contributions would likely come from general funds, sales tax, and property tax and could total up to \$70 billion, which is a much bigger revenue contribution than previous plans. Joy Schaad added that the total share for the local road component was \$9.957 billion and \$3.5 billion was for resurfacing and \$9.9 billion was for reconstruction (estimates do not include inflation). Ms. Schaad stated that further analysis is pending.

Bob Dean reiterated that the financial estimates for the *GO TO 2040* regional plan are higher than prior plans. However, these estimates are in line with comparisons to other large metropolitan regions. The three major reasons why these financial estimates are higher is first because inflation was included, which is a new federal requirement. Secondly, financial estimates used the year of expenditure dollars. Thirdly, local roads were included as part of the road system. Mr. Dean gave the example that the 2020 RTP totaled \$86 billion. However, if that same plan was written today it would cost \$150 billion because of inflation. The actual breakdown uses the same pot of resources. Los Angeles completed a regional plan that totaled \$500 billion and even though they are a larger region, our numbers make sense in comparison.

Chris Snyder explained that he struggled with the magnitude of difference between financial estimates and wanted to know why revenues in 2020 were so much less than the 2040 plan. Mr. Dean explained that inflation and local own source revenues are a big part of the difference.

Keith Sherman asked about the overall rate of inflation and which index was used. Mr. Dean responded that 3% was the rate of inflation and the consumer price index was used. Matt Maloney stressed that some revenue sources will grow faster than others.

Mr. Dean stated that after comparing revenues and costs, \$26 billion would remain for other kinds of improvements. The goal would be to address the backlog through three types of work activity categories. The first category of projects would be aggressive maintenance; the second category would be systematic or strategic improvements such as sidewalks; the third category would include adding capacity and new service. There are

fifty final capital projects being separately evaluated. Mr. Dean expressed that he was interested to find first reactions and get direction from the committee on the first proposal of how the \$26 billion could be spent. Mr. Dean emphasized that \$26 billion is not sufficient to meet the needs of any of the categories and additional efficiencies will be important.

Peter Skosey wanted to know how the remaining amount of \$26 billion would support new projects. Mr. Dean stated that there may not be a lot of funds for new projects. However, many of the projects are performing rehabilitation or reconstruction, and some projects will be incremental improvements. Sidney Weseman reiterated that clearly \$26 billion is not enough for major change especially considering transit. He further explained that trends seem to show that major capital costs generally run three times greater than enhancement costs. Bob Dean answered that this trend may not be the same for highways as compared to transit. Sidney Weseman concluded that it will be important to assume discretionary costs in the forecast for federal funds.

Peter Skosey inquired if the \$359 billion expenditure estimates would go to the county level or municipal streets. Mr. Dean responded that expenditure estimates include municipal streets. Peter Skosey also wanted to know if the same assumptions were made for maintenance of municipal and local streets. Joy Schaad explained that different assumptions were made for each level. The assumptions for local roads are that they will be resurfaced every twenty years and reconstructed every nine years. For expressways resurfacing would happen after fifteen years and every seven years thereafter. Reconstruction will happen after nine years for expressways. Peter Skosey stated that it seemed that one road could see three improvements from reconstruction to resurfacing and that this schedule seemed too tight. Ms. Schaad agreed that the schedule could be revisited and the assumptions could be an overstatement. She took the opportunity to announce that she would like to create a specific group to review these assumptions.

Bob Dean reiterated that staff compared local revenue and costs to make sure that local street costs were not taking away too much federal funding. Local costs and revenue were comparable and fiscally constrained.

Chris Snyder revisited the discussion on the assumption that 70% of the roads will be safe and adequate. He stressed the importance of how to talk about this assumption because we wouldn't want to imply or document that it is acceptable that 30% of roads are bad. Keith Sherman added that it depends on how the terms are defined for what is deemed adequate or good. The selection of roads for improvements may also play a role in determining roadway conditions.

Sim Soot stated that in comparison to the Chicagoland region (\$360 billion), the Los Angeles region (\$500 billion) is not much larger in terms of revenue. He was surprised that the financial impact was not higher. Since the housing market is more expensive in

Los Angeles the region can afford to spend more on transportation. Matt Maloney said that Los Angeles included innovative financing which is why their revenues are higher.

Chris Snyder asked if we need a fourth category for the state of good repair which might include activities like intersection improvements and widening. Bob Dean emphasized that there is a fine line between categories of a state of good repair compared to strategic improvements. Bob Dean explained that he was not asking for approval or consensus but in the March meeting this material will be revisited. Staff continues work on fiscal constraint and reasonable levels for funding estimates.

### **9.3 Major Capital Projects (Ross Patronskey)**

Ross Patronskey provided an update on the major capital projects which were included in the packet. There are a total of fifty-two projects that have been evaluated and eight additional projects that have not been evaluated. There are fifteen projects there were on the initial list but are no longer being considered or have been superseded by related projects. The project evaluations are based on information received from implementing agencies. Each project has an individual write-up which includes quantitative results, qualitative results, and a map of the project showing zones of sensitive lands and infill opportunities affected by the project. The measures included in the write-ups and the summary table of capital projects were adopted last summer. Instead of reporting hours of congestion which depends on the size of a facility, before and after volumes on the facility are reported. The individual write-ups show actual outcomes for each measure. To make it easier to read, the summary table shows the difference between a measure's outcome and the baseline value. Results from modeling with values that are very close to the baseline values are grayed out to show their negligible impacts.

The next step is to identify a set of projects that support the preferred scenario. The set will include fiscally constrained projects. Projects with beneficial results that will require additional funding or future analysis will be included in a list of unconstrained projects. Projects that are beyond the plan horizon, or need extensive analysis will be included in a list for future corridors. There aren't adequate funds to put all projects in the plan but a plan update can be considered if conditions change. Staff will identify these projects and meet with stakeholders again. The staff recommendations will be modified based on those meetings. At the March Transportation Committee meeting a recommendation will be released for public review; adoption of a final set of major capital projects will be sought at the June CMAP Board and Policy Committee meetings. A formal public comment period will be held before October 2010.

Jason Osborn inquired which agencies proposed the fifty two projects and stated that it was important for implementer agencies that sponsored projects to be made transparent in the final document. Ross Patronskey responded that the vast majority of recommendations were developed as part of the previous 2030 RTP plan and that it would be possible to identify sponsors who supported proposals.

#### **10.0 Regional Highway Ride Quality (Dan Rice)**

Dan Rice provided a brief summary of the report *Highway Ride Quality in the Chicago Region*. “Acceptable ride quality” is a performance measure defined by the Federal Highway Administration (FHWA) that is based on the International Roughness Index (IRI). State DOTs provide the IRI data to FHWA, who in turn use the data to provide a national perspective on roadway conditions for the biennial Conditions and Performance (C&P) report to Congress. Data sources for the CMAP report included IRI data from 2003 HPMS and 2006 IRIS files, and national ride quality averages from the FY 2006 C&P report were also referenced. Comparison of IRI data over the time period 2003 to 2006, indicated a slight regional improvement in “acceptable ride quality” for Interstate & Urban Expressways (functional classes 10 & 20), and a slight regional deterioration in “acceptable ride quality” for principal arterials (functional class 30). Comparison of regional conditions versus state-wide and national ride quality conditions indicated that expressway conditions in the Chicago region were below statewide condition averages, and slightly above national condition averages; while regional principal arterial conditions were below both statewide and national condition averages. Staff plans to use updated IRI data to continue to monitor the condition and performance of expressways and principal arterials in the Chicago region. The data from this report is intended to provide a baseline for future review, and to provide comparison to national conditions and trends. The full report is available at <http://www.cmap.illinois.gov/cmp/measurement.aspx>.

#### **11.0**

#### **12.0 RTA Update (Sid Weseman)**

Mr. Weseman updated the committee on recent RTA budget activities. The budget was adopted and incorporates an agreement between the Governor and transit agencies. The agreement will hold transit fares constant for two more years. RTA will issue \$160 million in long term debt and the state will provide two years of debt service. The CTA will transfer federal capital funds into preventative maintenance. This approved budget provides for stable fares but doesn’t provide for stable levels of service. Therefore, service reductions will be implemented this year. Overall, sales tax revenue declined by 5% this past fiscal year. However, adjusting for all differences raises the rate of decline in revenue to 10%. The RTA forecasts a rebound in the economy by 2012 but in the meantime the RTA budget is impacted by state difficulties and current financial policies have been suspended.

#### **13.0 State Legislative Update (Ylda Capriccioso)**

Ylda Capriccioso spoke specifically about the re-introduction of the regional comprehensive planning fund to state legislation. There is a new fact sheet with details on the status of the regional planning fund. CMAP’s main priority for the upcoming general assembly will be to track this fund along with other legislation on issues like water, natural resources, and land. Ms. Capriccioso requested that the committee keep these legislative issues and efforts on their radar. Peter Skosey asked what strategy CMAP would be using

to gain sponsorship for the bill on the regional comprehensive fund. Ms. Capriccioso explained that the strategy being used is to gain funding through budget appropriation.

#### **14.0 Coordinating Committee Reports**

Chris Snyder reminded the committee that the next programming coordinating committee meeting is scheduled for Wednesday January 13, 2010.

#### **15.0 Public Comment**

There was no public comment.

#### **16.0 Other Business**

Peter Skosey informed the committee that MPC recently sponsored legislation to authorize public private partnerships for the transportation act. He encouraged members to review Senate Bill 108 for more detail since it is a similar bill.

#### **17.0 Next Meeting**

March 5, 2010

#### **18.0 Adjournment**

Meeting adjourned at 11:46 a.m.

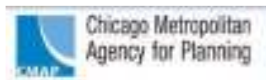
## Transportation Committee Members

_____ Charles Abraham	_____ Jamy Lyne	_____ David Simmons
_____ Rocky Donahue	_____ Jan Metzger	_____ Peter Skosey
_____ John Donovan***	_____ Arlene J. Mulder	_____ Chris Snyder*
_____ John Fortmann	_____ Randy Neufeld	_____ Steve Strains
_____ Rupert Graham, Jr	_____ Jason Osborn	_____ Vonu Thakuriah
_____ Jack Groner	_____ Leanne Redden**	_____ Paula Trigg
_____ Luann Hamilton	_____ Tom Rickert	_____ David Werner***
_____ Robert Hann	_____ Mike Rogers	_____ Ken Yunker
_____ Fran Klaas	_____ Joe Schofer	_____ Tom Zapler
_____ Don Kopec	_____ Keith Sherman	_____ Rocco Zuccherro

\*Chair

\*\*Vice-Chair

\*\*\*Non-voting



### Non-Exempt Amendment

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
07-10-0003	CMAP	New Non-Exempt		\$408				
Lincoln Highway FROM Chicago Rd State St								
Completion Year: 2010								
Project Work Types After Revision:			PEDESTRIAN FACILITY SIGNALS - INTERCONNECTS AND TIMING					
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	CMAQ A	510	408	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
08-10-0003	CMAP	New Non-Exempt		\$440				
Glen Ellyn Rd FROM Army Trail Rd (DUPAGE) TO Armitage Ave (DUPAGE)								
Completion Year: 2011								
Project Work Types After Revision:			SIGNALS - INTERCONNECTS AND TIMING					
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-II	CMAQ A	40	32	
			CMAQ	CONSTRUCTION	CMAQ A	510	408	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
08-10-0004	CMAP	New Non-Exempt		\$484				
Geneva Rd FROM President St (DUPAGE) TO Swift Rd (DUPAGE)								
Completion Year: 2011								
Project Work Types After Revision:			SIGNALS - INTERCONNECTS AND TIMING					
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-II	CMAQ A	40	32	
			CMAQ	CONSTRUCTION	CMAQ A	565	452	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
09-08-0006	CMAP	New Non-Exempt		\$1412				
RANDALL RD/ HUNTLEY RD FROM CORPORATE BLVD/ SQUARE BARN RD (KANE) TO HUNTLEY RD/ SLEEPY HOLLOW RD (KANE)								
Completion Year: 2011								
Project Work Types After Revision:			SIGNALS - INTERCONNECTS AND TIMING					
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-II	10	130	104	awarded
			CMAQ	CONSTRUCTION	11	1488	1190	
			CMAQ	ENGINEERING	11	148	118	E3

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
09-10-0004	CMAP	New Non-Exempt		\$112				
IL 64 North Ave FROM Tyler Rd (KANE/St. Charles) TO 7th ave (KANE/St. Charles)								
Completion Year: 2011								
Project Work Types After Revision:			SIGNALS - INTERCONNECTS AND TIMING					
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-II	CMAQ A	16	13	
			CMAQ	CONSTRUCTION	CMAQ A	119	99	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
09-10-0005	CMAP	New Non-Exempt		\$1737				
Dunham/Kirk Rd FROM Stearns Rd (KANE/Wayne) TO IL 56 Butterfield Rd (KANE/Wayne)								
Completion Year: 2011								
Project Work Types After Revision:			SIGNALS - INTERCONNECTS AND TIMING					
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-II	CMAQ A	144	120	
			CMAQ	CONSTRUCTION	CMAQ A	1940	1617	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
09-10-0006	CMAP	New Non-Exempt		\$1076				
Farnsworth Ave FROM Molitor/Diehl Rd (KANE/Aurora) TO E. New York St (KANE/Aurora)								
Completion Year: 2011								
Project Work Types After Revision:			SIGNALS - INTERCONNECTS AND TIMING					



Financial Data After Revision			Fund Source		Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ		ENGINEERING-II	CMAQ A	112	90	
			CMAQ		CONSTRUCTION	CMAQ A	1232	986	
Project:			Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
09-10-0017			IDOT District 1 Division of Highways		New Non-Exempt		\$560		
GALENA BLVD FROM 1) AT ILL 56 W RAMPS (KANE/Sugar Grove) TO 2) AT ILL 56 E RAMPS (KANE/Sugar Grove)									
Completion Year: 2013									
Project Work Types After Revision:			SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION SIGNALS - INTERCONNECTS AND TIMING						
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
			STP-U	CONSTRUCTION	11	350	280	1771420100/ ILL 56 W RAMPS	
			STP-U	CONSTRUCTION	11	350	280	1771420200/ ILL 56 E RAMPS	
Project:			Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
10-04-0003			CMAQ New Non-Exempt		\$1116				
IL 137 SHERIDAN RD FROM 10TH ST (LAKE) TO MARTIN LUTHER KING DR(22ND ST) (LAKE)									
Completion Year: 2011									
Project Work Types After Revision:			SIGNALS - INTERCONNECTS AND TIMING						
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
			CMAQ	IMPLEMENTATION	CMAQ A	1395	1116	ENG-1/ENG-2/CONST	
Project:			Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
10-06-0005			CMAQ New Non-Exempt		\$2723				
Highland Park Interconnects FROM (LAKE/Highland Park) HIGHLAND PARK INTERCONNECTS FROM (LAKE/HIGHLAND PARK) SIGNAL INTERCONNECTS ON GREENBAY RD (3.1M									
Completion Year: 2011									
Project Work Types After Revision:			SIGNALS - INTERCONNECTS AND TIMING						
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
			CMAQ	CONSTRUCTION	10	3404	2723		
Project:			Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
10-09-0007			CMAQ Del Non-Exempt		\$1348				
ROLLINS RD FROM US 12 (LAKE) TO LOTUS DR (LAKE)									
Completion Year: 2010									
Project Work Types After Revision:			SIGNALS - INTERCONNECTS AND TIMING						
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
			CMAQ	IMPLEMENTATION	CMAQ A	1685	1348	E2/CONST	
Project:			Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
01-07-0001			CMAQ Cost Threshold		\$304720	\$437720	\$ 133000		43.65%
CREATE PASSENGER CORRIDOR SOUTHWEST SERVICE FROM LASALLE ST STATION (COOK) TO MANHATTAN STN - SWS (WILL)									
Completion Year Before Revision: 2020									
Completion Year After Revision: 2020									
Project Work Types Before Revision:			RAIL LINE - IMPROVE LINE RAIL LINE - EXTEND LINE						
Project Work Types After Revision:			RAIL LINE - IMPROVE LINE RAIL LINE - EXTEND LINE						
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
			ILL	ENGINEERING-I	09	5000	0	P-2, P-3	
			OTH	IMPLEMENTATION	11	140000	133000	P-1 ENGLEWOOD	
			NRS	IMPLEMENTATION	12	144000	115200	P-2 74TH ST	
			NRS	IMPLEMENTATION	12	173000	138400	P-3 75TH ST (FOREST HILL)	
			NRS	IMPLEMENTATION	12	62700	50160	P-7 CHICAGO RIDGE	
			STP-L	ROW ACQUISITION	12	1400	960	P-5 BRIGHTON PARK SEPARATION	
			OTH	IMPLEMENTATION	12	100000	80000	P5 BRIGHTON PARK SEPARATION	
			OTH	IMPLEMENTATION	12	100000	80000	P6 CP CANAL - ARGO SEPARATION	
			ILL	ENGINEERING-I	07	2000	0	P4 GRAND CROSSING + CAPAC IMPRV	
			ILL	ENGINEERING-I	09	1500	0	P-1 ENGLEWOOD FLYOVER	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
			ILL	ENGINEERING-I	09	1500	0	P-1 ENGLEWOOD FLYOVER	
			ILL	ENGINEERING-I	09	5000	0	P-2, P-3	
			HSR	IMPLEMENTATION	10	140000	133000	P-1 ENGLEWOOD	
			NRS	IMPLEMENTATION	12	144000	115200	P-2 74TH ST	
			NRS	IMPLEMENTATION	12	173000	138400	P-3 75TH ST (FOREST HILL)	
			NRS	IMPLEMENTATION	12	62700	50160	P-7 CHICAGO RIDGE	
			STP-L	ROW ACQUISITION	12	1400	960	P-5 BRIGHTON PARK SEPARATION	
			OTH	IMPLEMENTATION	12	100000	80000	P5 BRIGHTON PARK SEPARATION	
			OTH	IMPLEMENTATION	12	100000	80000	P6 CP CANAL - ARGO SEPARATION	

ILL		ENGINEERING-I		07	2000	0	P4 GRAND CROSSING + CAPAC IMPRV	
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
09-00-0035	Kane County Division of Transportation	Cost Threshold	\$7600	\$10160	\$ 2560	33.68%		
FAU 2330 ANDERSON RD FROM OVER THE UP WEST LINE (KANE/Elburn) BETWEEN IL 38 AND KESLINGER RD								
Completion Year Before Revision: 2012								
Completion Year After Revision: 2012								
Project Work Types Before Revision:		BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD						
Project Work Types After Revision:		BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
		HPP	CONSTRUCTION	11	9500	7600	E3 INCLUDED	
		STP-L	CONSTRUCTION	MYB	20036	2560	E3 INCLUDED	
		GEN-OP	ROW ACQUISITION	10	200	0		
		ILL	CONSTRUCTION	11	238	0	TARP	
		GEN-OP	ENGINEERING-II	10	2950	0		
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
		GEN-OP	ENGINEERING-II	10	2950	0		
		HPP	CONSTRUCTION	11	9500	7600	E3 INCLUDED	
		STP-L	CONSTRUCTION	12	20036	2560	E3 INCLUDED	
		GEN-OP	ROW ACQUISITION	10	200	0		
		ILL	CONSTRUCTION	11	238	0	TARP	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-95-0011	Kane County Division of Transportation	Cost Threshold	\$1256	\$4268	\$ 3012	239.81%	
CH 83 ORCHARD RD FROM S OF JERICO RD (KANE/Montgomery) US 30 (KANE/Montgomery)							
Completion Year Before Revision: 2011							
Completion Year After Revision: 2011							
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	11	460	368	
		STP-L	ROW ACQUISITION	10	1500	750	ROADWAY
		STP-L	CONSTRUCTION	MYB	16000	3012	
		GEN-OP	ENGINEERING	11	1600	0	E3
		ILL	CONSTRUCTION	11	233	0	
		STP-L	ENGINEERING-II	10	275	138	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	ENGINEERING-II	10	275	138	
		CMAQ	CONSTRUCTION	11	460	368	
		STP-L	ROW ACQUISITION	10	1500	750	ROADWAY
		STP-L	CONSTRUCTION	13	16000	3012	
		GEN-OP	ENGINEERING	11	1600	0	E3
		ILL	CONSTRUCTION	11	233	0	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-96-0019	Kane/Kendall Council of Mayors	Cost Threshold	\$490	\$3290	\$ 2800	571.43%	
FAU 2287 RED GATE RD EXTENSION FROM IL 31 AT RED GATE RD (KANE/St. Charles) TO IL 25 S/O ARMY TRAIL RD (KANE/St. Charles) OVER FOX RIVER							
Completion Year Before Revision: 2011							
Completion Year After Revision: 2011							
Project Work Types Before Revision:		BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD					
Project Work Types After Revision:		BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		GEN-OP	ENGINEERING	11	2500	0	E3
		ILL	CONSTRUCTION	11	6000	0	ILLINOIS TOMORROW
		TCSP	CONSTRUCTION	11	613	490	
		STP-L	CONSTRUCTION	MYB	18387	2800	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	12	18387	2800	
		GEN-OP	ENGINEERING	11	2500	0	E3
		ILL	CONSTRUCTION	11	6000	0	ILLINOIS TOMORROW
		TCSP	CONSTRUCTION	11	613	490	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds</b>	<b>Post-Revision Federal Funds</b>	<b>Change in Federal Funds</b>	<b>Percentage Change</b>
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09-96-0019	Kane/Kendall Council of Mayors	Cost Threshold	(000) \$490	(000) \$3290	(000) \$ 2800	571.43%
FAU 2287 RED GATE RD EXTENSION FROM IL 31 AT RED GATE RD (KANE/St. Charles) TO IL 25 S/O ARMY TRAIL RD (KANE/St. Charles) OVER FOX RIVER						
<b>Completion Year Before Revision:</b> 2011						
<b>Completion Year After Revision:</b> 2011						
<b>Project Work Types Before Revision:</b>						
BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD						
<b>Project Work Types After Revision:</b>						
BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	GEN-OP	ENGINEERING	11	2500	0	E3
	ILL	CONSTRUCTION	11	6000	0	ILLINOIS TOMORROW
	TCSP	CONSTRUCTION	11	613	490	
	STP-L	CONSTRUCTION	MYB	18387	2800	
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	CONSTRUCTION	12	18387	2800	
	GEN-OP	ENGINEERING	11	2500	0	E3
	ILL	CONSTRUCTION	11	6000	0	ILLINOIS TOMORROW
	TCSP	CONSTRUCTION	11	613	490	

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-94-0007	IDOT District 1 Division of Highways	Cost Threshold	\$20666		\$25833	\$ 5167	25%
US 45 LAKE AVE FROM 1)ROLLINS RD TO WASHINGTON ST (LAKE) TO IL 120 2)WASHINGTON ST TO N OF ILL 120 (LAKE) PHASE 1 STUDY IL 132 TO IL 176.							
Completion Year Before Revision:		2015					
Completion Year After Revision:		2015					
Project Work Types Before Revision:		HIGHWAY/ROAD - ADD LANES MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:		HIGHWAY/ROAD - ADD LANES MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	09	200		1-71097-0302 (DEMOLITION)/AWARDED
		ILL	ROW ACQUISITION	10	3000	0	1-71097-0350
		ILL	ROW ACQUISITION	10	1000	0	1-71097-0351
		ILL	ENGINEERING	11	3281	0	1-71097-0360
		ILL	ROW ACQUISITION	11	1000		1710970513
		ILL	ENGINEERING-II	13	1680		1710970106
		ILL	CONSTRUCTION	MYB	130000		1710970100
		ILL	ENGINEERING	MYB	1700		1710970110
		ILL	ROW ACQUISITION	MYB	1500		1710970511
		NHS	CONSTRUCTION	11	25833	20666	1-71097-0300
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	25833	25833	1-71097-0300 (WASHINGTON TO N/O ILL 120)
		ILL	CONSTRUCTION	09	200		1-71097-0302 (DEMOLITION)/AWARDED
		ILL	ROW ACQUISITION	10	3000	0	1-71097-0350
		ILL	ROW ACQUISITION	10	1000	0	1-71097-0351
		ILL	ENGINEERING	10	3281	0	1-71097-0360
		ILL	ROW ACQUISITION	11	1000		1710970513
		ILL	ENGINEERING-II	13	1680		1710970106
		ILL	CONSTRUCTION	MYB	130000		1710970100
		ILL	ENGINEERING	MYB	1700		1710970110
		ILL	ROW ACQUISITION	MYB	1500		1710970511

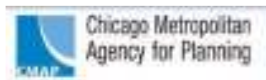
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
11-09-0055	McHenry County Council of Mayors	Cost Threshold	\$0	\$425	\$ 425		
US 14 US Route 14 FROM FAU 0004 Airport Road (MCHENRY/Harvard) TO FAU 0004 McGuire Road (MCHENRY/Harvard) This project consists of intersection impro							
Completion Year Before Revision: 2010							
Completion Year After Revision: 2010							
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - ADD LANES					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - ADD LANES					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	MYB	750	750	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	1000	425	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-06-0009	Will County Council of Mayors	Cost Threshold	\$70	\$175	\$ 105	150%
143RD ST FROM I- 355 EAST RAMPS INTERCHANGE (WILL) TO STATE ST/ LEMONT RD (WILL)						
Completion Year Before Revision: 2011						
Completion Year After Revision: 2011						
Project Work Types Before Revision:		HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES				

<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
	HIGHWAY/ROAD - ADD LANES					
	HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
	HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
	HIGHWAY/ROAD - ADD LANES					
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-C	ENGINEERING-II	10	175	70	
	STP-C	CONSTRUCTION	MYB	1820	1360	
	STP-C	ENGINEERING	MYB	185	70	E3
	MFT-ALL	CONSTRUCTION	MYB	182	0	E3
	MFT-ALL	ENGINEERING-I	09	200	0	
	MFT-ALL	ENGINEERING-II	10	175	0	
	STP-L	CONSTRUCTION	MYB	1820	1456	
	MFT-ALL	ROW ACQUISITION	MYB	200	0	
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-C	ENGINEERING-II	10	220	175	
	STP-C	CONSTRUCTION	MYB	3375	2700	
	STP-C	ENGINEERING	MYB	185	70	E3

Gray Financial Data Records are for informational purposes only and not included in the TIP.

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 233 South Wacker Drive, Suite 800, Chicago, IL 60606  
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### Exempt Amendment

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0015 Chicago Department of Transportation various FROM various (COOK/Chicago) TO various (COOK/Chicago)	New Exempt		\$7200			
Completion Year:	Unspecified					
Project Work Types After Revision:	BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	IMPLEMENTATION	10	4000	3200	
	STP-L	IMPLEMENTATION	11	2500	2000	
	STP-L	IMPLEMENTATION	12	2500	2000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0017 IDOT District 1 Division of Highways BELMONT AVE FROM AT ORIOLE AVE (COOK/Chicago) (Elmwood Park)	New Exempt		\$600			
Completion Year:	Unspecified					
Project Work Types After Revision:	HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	13	750	600	1777620000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0018 IDOT Office of Planning & Programming Chicago Green Streets Tree Planting Initiative - Mid-South Area FROM (COOK/Chicago)	New Exempt		\$796			
Completion Year:	Unspecified					
Project Work Types After Revision:	ENHANCEMENT - LANDSCAPING					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-E	IMPLEMENTATION	10	995	796	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0019 IDOT Office of Planning & Programming Restoration of Pullman Advance Car and Factory Exhibit Bay FROM (COOK/Chicago)	New Exempt		\$1337			
Completion Year:	Unspecified					
Project Work Types After Revision:	Miscellaneous - Transportation Musuem					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-E	IMPLEMENTATION	10	1671	1337	102307
	TBD	IMPLEMENTATION	MYB	1829	0	Unfunded ITEP Request

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
02-06-0012 IDOT District 1 Local Roads Children's Teaching Campus FROM Chicago Botanic Garden West Road (COOK/Glencoe) TO End of Road (COOK/Glencoe) Various work at the Children's Learning	New Exempt		\$1314			
Completion Year:	Unspecified					
Project Work Types After Revision:	ENHANCEMENT - LANDSCAPING PARKING - MAINTAIN, REHABILITATE, REPLACE HIGHWAY/ROAD - RECONSTRUCT IN KIND					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HPP	CONSTRUCTION	10	1650	1314	Includes E3

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
02-10-0014 IDOT District 1 Division of Highways 1)MCCORMICK 2)TOUHY 3)DEMPSTER FROM 1)CHURCH TO DEVON 2) AT KEDZIE (COOK/Chicago) TO 3) KEELER TO LINCOLNWOOD DR (COOK/Skokie)	New Exempt		\$1620			
Completion Year:	Unspecified					
Project Work Types After Revision:	SIGNALS - MODERNIZATION					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	13	1800	1620	1785570000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
02-10-0015 IDOT Office of Planning & Programming Grosse Point Lighthouse FROM Sheridan Rd at Central Street (COOK/Evanston) Evanston Lighthouse Park District	New Exempt		\$171			
Completion Year:	Unspecified					
Project Work Types After Revision:	HISTORIC PRESERVATION					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-E	IMPLEMENTATION	10	212	171	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
02-10-0016 IDOT Office of Planning & Programming Evanston Tree Replacement Project FROM (COOK/Evanston)	New Exempt		\$36			
Completion Year:	Unspecified					
Project Work Types After Revision:	ENHANCEMENT - LANDSCAPING					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-E	IMPLEMENTATION	10	200	36	102340

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
02-10-0017 IDOT Office of Planning & Programming Chicago Avenue Streetscape FROM (COOK/Evanston)	New Exempt		\$800			
Completion Year:	Unspecified					
Project Work Types After Revision:	PEDESTRIAN FACILITY ENHANCEMENT - LANDSCAPING					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-E	IMPLEMENTATION	10	1000	800	102218
	TBD	IMPLEMENTATION	MYB	497	0	Unfunded ITEP Request

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-10-0014 Cook County Highway Department CH A66 Schaumburg Rd FROM Roselle Rd (COOK/Schaumburg) TO Meacham Rd (COOK/Schaumburg)	New Exempt		\$0			
Completion Year:	Unspecified					
Project Work Types After Revision:	HIGHWAY/ROAD - PAVEMENT PATCHING					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	820	0	
	MFT-ALL	CONSTRUCTION	10	2180	0	Cook County

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-10-0015 IDOT District 1 Division of Highways IL 72 TOUHY AVE FROM E OF ELMHURST RD (COOK/Des Plaines) TO MT PROSPECT RD (COOK/Elk Grove Village)	New Exempt		\$1080			
Completion Year:	2015					
Project Work Types After Revision:	SAFETY - LIGHTING HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	13	1200	1080	1785560000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-10-0016 IDOT District 1 Division of Highways IL 72 HIGGINS RD FROM AT BEVERLY RD (COOK/Hoffman Estates) TO AT ROCK RD (KANE)	New Exempt		\$765			
Completion Year:	Unspecified					
Project Work Types After Revision:	SIGNALS - MODERNIZATION					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	12	850	765	1785550000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-10-0017 IDOT District 1 Division of Highways IL 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)BARTLETT RD TO EAST AVE & US 20 (COOK/Bartlett) TO 2)AT PARK BLVD (COOK/Bartlett)	New Exempt		\$855			
Completion Year:	Unspecified					
Project Work Types After Revision:	SIGNALS - MODERNIZATION					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	10	950	855	1785530000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-10-0018 IDOT District 1 Division of Highways IL 53 I- 290 EXTENSION FROM LAKE-COOK RD (COOK) TO US 12 RAND RD (COOK)	New Exempt		\$270			
Completion Year:	Unspecified					
Project Work Types After Revision:	SAFETY - GUARDRAILS MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	11	300	270	1785540000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
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03-10-0020	IDOT Office of Planning & Programming	New Exempt					\$115		
Rand Rd ITEP Tree Enhancement FROM (COOK/Des Plaines) Central to Ballard, various locations									
Completion Year: Unspecified									
Project Work Types After Revision: ENHANCEMENT - LANDSCAPING									
Financial Data After Revision									
	Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment		
	STP-E	IMPLEMENTATION		10	144	115	102230		
Project:	Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change			
03-10-0021	IDOT Office of Planning & Programming	New Exempt		\$321					
Park Ridge Uptown Streetscape FROM (COOK/Park Ridge) Touhy Ave and Northwest Highway									
Completion Year: Unspecified									
Project Work Types After Revision: ENHANCEMENT - LANDSCAPING									
Financial Data After Revision									
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment			
	STP-E	IMPLEMENTATION	10	401	321	102264			
	TBD	IMPLEMENTATION	MYB	5098	0	Unfunded ITEP Request (1558 federal share)			
Project:	Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change			
03-10-0023	IDOT Office of Planning & Programming	New Exempt		\$413					
Dundee Rd Sidewalk FROM (COOK/Buffalo Grove)									
Completion Year: Unspecified									
Project Work Types After Revision: PEDESTRIAN FACILITY									
Financial Data After Revision									
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment			
	STP-E	IMPLEMENTATION	10	516	413	102319			
	TBD	IMPLEMENTATION	10	134	0	Unfunded ITEP Request			
Project:	Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change			
03-10-0024	IDOT Office of Planning & Programming	New Exempt		\$344					
West Bartlett Road Corridor Streetscape Improvements FROM IL 59 (COOK/Bartlett) TO Western Avenue (COOK/Bartlett) Leading to Bartlett Depot Museum									
Completion Year: Unspecified									
Project Work Types After Revision: ENHANCEMENT - LANDSCAPING									
Financial Data After Revision									
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment			
	STP-E	IMPLEMENTATION	10	430	344	102215			
Project:	Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change			
04-10-0010	IDOT Office of Planning & Programming	New Exempt		\$28					
North Riverside Tree Planting Program FROM (COOK/North Riverside)									
Completion Year: Unspecified									
Project Work Types After Revision: ENHANCEMENT - LANDSCAPING									
Financial Data After Revision									
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment			
	STP-E	IMPLEMENTATION	10	36	28	102211			
Project:	Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change			
04-10-0011	IDOT Office of Planning & Programming	New Exempt		\$895					
Division Street Enhancements FROM (COOK/Melrose Park)									
Completion Year: Unspecified									
Project Work Types After Revision: ENHANCEMENT - LANDSCAPING									
Financial Data After Revision									
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment			
	STP-E	IMPLEMENTATION	10	1140	895	102256			
Project:	Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change			
04-10-0012	IDOT Office of Planning & Programming	New Exempt		\$963					
Grand Avenue Corridor Streetscape FROM (COOK/River Grove)									
Completion Year: Unspecified									
Project Work Types After Revision: ENHANCEMENT - LANDSCAPING									
Financial Data After Revision									
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment			
	STP-E	IMPLEMENTATION	10	1204	963	102306			
	TBD	IMPLEMENTATION	MYB	571	0	Unfunded ITEP Request			
Project:	Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change			
04-10-0013	IDOT Office of Planning & Programming	New Exempt		\$62					
Washington Boulevard Project and Prairie Path Revitalization FROM (COOK/Bellwood)									
Completion Year: Unspecified									
Project Work Types After Revision: ENHANCEMENT - LANDSCAPING									
Financial Data After Revision									
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment			

	STP-E TBD	IMPLEMENTATION IMPLEMENTATION	10 MYB	77 318	62 0	102312 Unfunded ITEP Request
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
04-10-0014 IDOT Office of Planning & Programming Belmont Scenic and Safety Streetscape Project FROM (COOK/Elmwood Park)	New Exempt		\$322			
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b>	ENHANCEMENT - LANDSCAPING					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-E	IMPLEMENTATION	10	463	322	102327
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-06-0052 IDOT Office of Planning & Programming FAU 1632 Sauk Trail FROM Richton Road (COOK/Richton Park) TO Richton Square Road (COOK/Richton Park) 06-00041-00-LS ITEP 102110	New Exempt		\$513			
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b>	ENHANCEMENT - LANDSCAPING					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-E	CONSTRUCTION	10	672	513	Includes E3
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-10-0013 South Council of Mayors FAU 1599 Wentworth Avenue FROM FAU 1599 142nd Street (COOK/Riverdale) TO IL 1601 144th Street (COOK/Riverdale)	New Exempt		\$145			
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	CONSTRUCTION	10	207	145	
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-10-0014 South Council of Mayors FAU 1680 134th Street FROM FAU 3730 Halsted Street (COOK/Riverdale) TO FAU 1680 1600 feet East of Halsted on 134th Street (COOK/Riverdale) Street to	New Exempt		\$2863			
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - RECONSTRUCT IN KIND HIGHWAY/ROAD - CURB AND GUTTER					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	ENGINEERING-I	10	140	98	
	STP-L	ENGINEERING-I	10	140	98	
	STP-L	ENGINEERING-I	10	140	98	
	STP-L	ENGINEERING-I	10	140	98	
	STP-L	ENGINEERING-II	11	126	89	
	STP-L	CONSTRUCTION	12	1568	1098	
	STP-L	ENGINEERING-I	10	140	98	Phase 1 Engineering
	STP-L	ENGINEERING-II	11	126	88	Phase 2 Engineering
	STP-L	CONSTRUCTION	12	1568	1098	Construction and Construction Engineering
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-10-0015 South Council of Mayors FAU 3754 191st Street FROM FAU 2755 80th Avenue (WILL/Tinley Park)	New Exempt		\$2660			
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	ENGINEERING-I	11	300	210	Phase 1 Engineering
	STP-L	ENGINEERING-II	12	300	210	Phase 2 Engineering
	STP-L	CONSTRUCTION	13	3200	2240	Construction and Construction Engineering
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-10-0016 South Council of Mayors FAU 1619 84th Avenue FROM FAU 0351 159th Street (COOK/Tinley Park) TO FAU 1622 183rd Street (COOK/Tinley Park)	New Exempt		\$1120			
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	CONSTRUCTION	12	1600	1120	
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-10-0019 South Council of Mayors FAU 2845 Harwood Avenue FROM FAU 2843 Dixie Highway (COOK/Homewood) TO FAU 2859 Ashland Avenue (COOK/Homewood)	New Exempt		\$171			



**Completion Year:** Unspecified**Project Work Types After Revision:**

HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data After Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	10	244	171	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0020	South Council of Mayors		\$107		

FAU 2845 Harwood Avenue FROM FAU 1622 183rd Street (COOK/Homewood) TO S. Village Boundary (Approx 187th Street) (COOK/Homewood)

**Completion Year:** Unspecified**Project Work Types After Revision:**

HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data After Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	11	153	107	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0021	South Council of Mayors		\$437		

FAU 1638 Exchange Street FROM Country Lane (WILL/Crete)

**Completion Year:** Unspecified**Project Work Types After Revision:**

HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

**Financial Data After Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	ENGINEERING-I	12	22	15	
STP-L	ENGINEERING-II	13	22	15	
STP-L	CONSTRUCTION	13	582	407	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0023	South Council of Mayors		\$306		

IL 50 Cicero Avenue FROM Matteson Avenue (COOK/Matteson)

**Completion Year:** Unspecified**Project Work Types After Revision:**INTERCHANGE - RECONSTRUCTION  
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION**Financial Data After Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	11	437	306	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0024	South Council of Mayors		\$1890		

FAU 2795 Central Avenue FROM US 30 Lincoln Highway (COOK/Matteson) TO EJ&E Railroad Tracks - South Village Limits (COOK/Matteson)

**Completion Year:** Unspecified**Project Work Types After Revision:**HIGHWAY/ROAD - RECONSTRUCT IN KIND  
HIGHWAY/ROAD - CURB AND GUTTER**Financial Data After Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	ENGINEERING-I	10	130	91	
STP-L	ENGINEERING-II	11	270	189	
STP-L	CONSTRUCTION	12	2300	1610	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0025	South Council of Mayors		\$453		

US 30 Lincoln Avenue FROM FAU 2795 Central Avenue (COOK/Matteson) TO FAU 2785 Ridgeland (COOK/Matteson)

**Completion Year:** Unspecified**Project Work Types After Revision:**

SAFETY - LIGHTING

**Financial Data After Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	12	906	453	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0026	South Council of Mayors		\$210		

FAU 1622 183rd Street FROM Sacramento Avenue (COOK/Homewood) TO FAU 2822 Governors Highway (COOK/Homewood)

**Completion Year:** Unspecified**Project Work Types After Revision:**

HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data After Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	12	330	210	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0027	South Council of Mayors		\$380		

FAU 1357 175th Street FROM FAU 2859 Ashland Avenue (COOK/Homewood) TO FAU 876 Halsted Street (COOK/Homewood)

**Completion Year:** Unspecified**Project Work Types After Revision:**

HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data After Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
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STP-L		CONSTRUCTION		12	543	380	
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
07-10-0029		South Council of Mayors	New Exempt	\$433			
FAU 1622 183rd Street FROM FAU 2860 Reigel Road (COOK/Homewood) TO FAU 876 Halsted Street (COOK/Homewood)							
Completion Year: Unspecified							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	13	619	433	
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
07-10-0030		South Council of Mayors	New Exempt	\$629			
FAU 1622 183rd street FROM FAU 2820 Governors Highway (COOK/Homewood) TO FAU 2860 Reigel Road (COOK/Homewood)							
Completion Year: Unspecified							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	13	899	629	
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
07-10-0039		IDOT District 1 Division of Highways	New Exempt	\$960			
MARGARET ST/ BROWN DERBY RD FROM AT RIDGE RD (COOK/Thornton)							
Completion Year: 2015							
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	13	1200	960	1772110000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
07-10-0040		IDOT District 1 Division of Highways	New Exempt	\$2160			
I- 57 I-57 FROM AT KEDZIE AVE (COOK/Markham)							
Completion Year: Unspecified							
Project Work Types After Revision:		BRIDGE/STRUCTURE - REPLACE					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		BRR	CONSTRUCTION	12	2700	2160	1764630100
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
07-10-0041		IDOT Office of Planning & Programming	New Exempt	\$118			
Lincoln Highway Corridor Streetscape AT US 30 Lincoln Highway Scenic Byway							
Completion Year: Unspecified							
Project Work Types After Revision:		ENHANCEMENT - LANDSCAPING					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-E	IMPLEMENTATION	10	147	118	102209
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
07-10-0042		IDOT Office of Planning & Programming	New Exempt	\$42			
Cicero Avenue FROM (COOK/Oak Forest)							
Completion Year: Unspecified							
Project Work Types After Revision:		ENHANCEMENT - LANDSCAPING					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-E	IMPLEMENTATION	10	56	42	102291
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
07-10-0043		CMAP	New Exempt	\$0			
US 30 IL 83 Lincoln Highway FROM CN Railway (COOK/Lynwood) Between Daren Dr and Sauk Trail							
Completion Year: Unspecified							
Project Work Types After Revision:		Highway/Road - Railroad Grade Separation					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		PRV	IMPLEMENTATION	13	39250	0	
		TBD	IMPLEMENTATION	MYB	10750	0	
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change

08-10-0024 CMAP New Exempt \$1000  
US 34 Ogden Avenue FROM CN Railway (DUPAGE/Aurora) Between Eola Rd and Frontenac Street

**Completion Year:** Unspecified

**Project Work Types After Revision:** Highway/Road - Railroad Grade Separation

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	RLRIP	IMPLEMENTATION	10	1250	1000	
	PRV	IMPLEMENTATION	13	33500	0	CN Participation, per STB Decision
	TBD	IMPLEMENTATION	MYB	15250	0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-98-0025 IDOT District 1 Division of Highways	New Exempt		\$0			
US 20 LAKE ST FROM AT YORK RD (DUPAGE/Elmhurst) TO AT I-290 & WALNUT ST TO YORK RD (DUPAGE/Elmhurst)						
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b> INTERCHANGE - RECONSTRUCTION SAFETY - LIGHTING						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	16675		1721870100

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-10-0019 IDOT District 1 Division of Highways	New Exempt		\$0			
IL 25 RIVER ST FROM IL 56 BUTTERFIELD RD (KANE/Aurora) TO I- 88 RONALD REGAN MEMORIAL HWY (KANE/North Aurora)						
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b> MISCELLANEOUS - EXEMPT PROJECTS						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	11	250		1784960000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-10-0020 Kane/Kendall Council of Mayors	New Exempt		\$300			
FAU 1342 SPRING STREET FROM Village Limits (KANE/South Elgin) TO FAU 2509 700' W. of MCLEAN BOULEVARD (KANE/South Elgin)						
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	300	300	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-10-0020 Kane/Kendall Council of Mayors	New Exempt		\$300			
FAU 1342 SPRING STREET FROM Village Limits (KANE/South Elgin) TO FAU 2509 700' W. of MCLEAN BOULEVARD (KANE/South Elgin)						
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	300	300	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-10-0021 IDOT District 1 Division of Highways	New Exempt		\$0			
IL 38 LINCOLN HIGHWAY FROM AT PECK RD (KANE)						
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b> MISCELLANEOUS - EXEMPT PROJECTS						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	10		1785190000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-10-0022 IDOT Office of Planning & Programming	New Exempt		\$375			
Maple Avenue Bike Path and Roadway Lighting Project FROM (KANE/Carpentersville)						
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b> BICYCLE FACILITY SAFETY - LIGHTING						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-E	IMPLEMENTATION	10	626	375	102337

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
10-10-0018 IDOT Office of Planning & Programming	New Exempt		\$81			
IL 21 Median Landscape/Scenic Beautification FROM (LAKE/Vernon Hills)						
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b> ENHANCEMENT - LANDSCAPING						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment

	STP-E	IMPLEMENTATION	10	101	81	102316
	TBD	IMPLEMENTATION	MYB	294	0	Unfunded ITEP Request

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
10-10-0019 IDOT Office of Planning & Programming Corridor Enhancement Project along IL 22, CRW 24, and Old Half Day Rd FROM (LAKE/Lincolnshire)	New Exempt		\$684			
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b>	ENHANCEMENT - LANDSCAPING					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-E	IMPLEMENTATION	10	855	684	102330
	TBD	IMPLEMENTATION	10	8847	0	Unfunded ITEP request (1644 federal share requested)

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
10-10-0020 IDOT Office of Planning & Programming Greenleaf Avenue Sidewalk and Lighting FROM (LAKE/Park City)	New Exempt		\$543			
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b>	PEDESTRIAN FACILITY SAFETY - LIGHTING					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-E	IMPLEMENTATION	10	685	543	102200

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
11-10-0002 McHenry County Council of Mayors FAU 0033 South Street FROM Moraine Drive (MCHENRY/Woodstock) TO Westwood School (MCHENRY/Woodstock) This is a Safe Routes to School project. If fund	New Exempt		\$250			
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b>	PEDESTRIAN FACILITY					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	SR2S	CONSTRUCTION	11	277	250	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
11-10-0003 McHenry County Division of Transportation FAU 0047 Deerpass Road Bridge (SN 056-3029) AT Over the Kishwaukee River	New Exempt		\$220			
<b>Completion Year:</b> 2013						
<b>Project Work Types After Revision:</b>	BRIDGE/STRUCTURE - REPLACE					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	BRR	ENGINEERING-I	11	150	120	
	BRR	ENGINEERING-II	13	125	100	
	MFT-LOC	ROW ACQUISITION	13	50	0	
	BRR	CONSTRUCTION	MYB	1500	1200	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
11-10-0010 McHenry County Council of Mayors FAU 4086 East Wonder Lake Road FROM FAU 4085 Hancock Dr / McCullom Lake Rd (MCHENRY/Wonder Lake) TO IL 120 IL 120 (MCHENRY/Wonder Lake)	New Exempt		\$0			
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	MFT-LOC	ENGINEERING-II	12	27		
	STP-L	CONSTRUCTION	MYB	592	473	includes E3

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
11-10-0013 McHenry County Council of Mayors FAU 0085 Crystal Lake Road FROM IL 120 IL 120 (MCHENRY/McHenry) TO FAU 3860 Bull Valley Road (MCHENRY/McHenry)	New Exempt		\$0			
<b>Completion Year:</b> Unspecified						
<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION					
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	MFT-LOC	ENGINEERING-I	12	120	0	
	MFT-LOC	ENGINEERING-II	13	120	0	
	STP-L	CONSTRUCTION	MYB	1965	1500	includes E3

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>
11-10-0016 IDOT District 1 Division of Highways VARIOUS FROM AT VARIOUS LOCATIONS (MCHENRY)	New Exempt		\$486		
<b>Completion Year:</b> Unspecified					

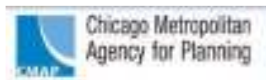
Project Work Types After Revision:			SAFETY - GUARDRAILS					
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HSIP	CONSTRUCTION	11	540	486	1785590000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
12-09-0112	IDOT District 1 Local Roads	New Exempt		\$339				
Schmidt Road FROM Lily Cache Creek (WILL/Bolingbrook) Culvert Rehabilitation & replacement - 500 feet north of Lily Cache Lane								
Completion Year: Unspecified								
Project Work Types After Revision:		BRIDGE/STRUCTURE - REPLACE						
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			BRD	ENGINEERING-I	10	45	36	E3
			BRD	ENGINEERING-II	11	30	24	
			BRD	CONSTRUCTION	12	30	24	
			BRD	CONSTRUCTION	12	319	255	
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
12-10-0010	IDOT District 1 Division of Highways	New Exempt		\$600				
US 6 SOUTHWEST HWY FROM AT PARKER RD (WILL)								
Completion Year: Unspecified								
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION						
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-U	CONSTRUCTION	13	750	600	1770710000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
12-10-0011	IDOT District 1 Division of Highways	New Exempt		\$1000				
US 30 LINCOLN HIGHWAY FROM AT HEGGS RD (WILL)								
Completion Year: Unspecified								
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION						
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			NHS	CONSTRUCTION	13	1250	1000	1775570000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
12-10-0012	IDOT District 1 Division of Highways	New Exempt		\$0				
I- 55 I-55 EAST FRONTAGE RD (NB) FROM US 52 JEFFERSON ST (WILL) TO BLACK RD (WILL)								
Completion Year: Unspecified								
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	500		1784360000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
12-10-0013	IDOT Office of Planning & Programming	New Exempt		\$712				
IL 53 Planter Boxes and Irrigation FROM (WILL/Bolingbrook)								
Completion Year: Unspecified								
Project Work Types After Revision:		ENHANCEMENT - LANDSCAPING						
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-E	IMPLEMENTATION	10	890	712	102296
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
13-10-0014	IDOT Division of Public & Intermodal Transportation	New Exempt		\$1948				
Various Locations FROM (REGIONWIDE) Rail/Hwy Grade Crossing Mitigation - NE Illinois								
Completion Year: Unspecified								
Project Work Types After Revision:		SAFETY - RAILROAD CROSSING IMPROVEMENTS						
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			RLRIP	IMPLEMENTATION	10	2435	1948	Project Citations for NE Illinois in PL 111-117 (H Report 111-366)
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
18-06-0552	Metra	New Exempt		\$0				
On UPR West Line aat First Street and Larch in Elmhurst, IL. AT								
Completion Year: 2014								
Project Work Types After Revision:		PARKING - EXPAND NUMBER OF SPACES						
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILLT	IMPLEMENTATION	10	2500	0	4475
			Pre-Revision	Post-Revision	Change in			

Project:	Action		Federal Funds (000)		Federal Funds (000)		Federal Funds (000)		Percentage Change	
18-97-0202	Metra	New Exempt			\$0					
Belmont Road between Prairie Ave and Hitchcock Ave, Downers Grove AT On the BNSF Railroad, at Belmont Road between Prairie Avenue and Hitchcock Avenue										
Completion Year: Unspecified										
Project Work Types After Revision:			Highway/Road - Railroad Grade Separation							
Financial Data After Revision			Fund Source		Project Phase		FFY	Total Cost	Federal Cost	Segment
			ILLT		IMPLEMENTATION		10	6000	0	2933
			ICC		IMPLEMENTATION		10	12000	0	2933
			ILL		IMPLEMENTATION		10	19743	0	2933
Project:	Action		Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change	
18-97-0520	Metra	New Exempt			\$0					
Cicero Avenue AT Cicero Avenue and BNSF Tracks Restore Data From History File										
Completion Year: 2015										
Project Work Types After Revision:			STATION - RELOCATE							
Financial Data After Revision			Fund Source		Project Phase		FFY	Total Cost	Federal Cost	Segment
			ILLT		IMPLEMENTATION		10	6500	0	2880
Project:	Action		Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change	
04-10-0007	IDOT District 1 Division of Highways	Deletion			\$0					
ELMHURST RD FROM AT HIGGINS CREEK (0.09 MI S OF ILL 62) (COOK)										
Completion Year: Unspecified										
Project Work Types After Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE							
Financial Data After Revision			Fund Source		Project Phase		FFY	Total Cost	Federal Cost	Segment
			ILL		CONSTRUCTION		10	120		1783490000
Project:	Action		Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change	
06-01-0004	CMAQ	Deletion			\$286					
PED FAC-JUSTICE-79TH ST SIDEWALKS FROM 88TH (COOK/Justice) TO ROBERTS RD (COOK/Justice)										
Completion Year: Unspecified										
Project Work Types After Revision:			PEDESTRIAN FACILITY							
Financial Data After Revision			Fund Source		Project Phase		FFY	Total Cost	Federal Cost	Segment
			CMAQ		IMPLEMENTATION		CMAQ A	358	286	ENG2/CONST
Project:	Action		Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change	
10-10-0004	CMAQ	Deletion			\$23					
Diesel Retrofit Project FROM (LAKE)										
Completion Year: Unspecified										
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT PROJECTS							
Financial Data After Revision			Fund Source		Project Phase		FFY	Total Cost	Federal Cost	Segment
			CMAQ		IMPLEMENTATION		CMAQ A	28	23	
Project:	Action		Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change	
04-10-0005	IDOT Office of Planning & Programming	Phases Changed			\$20		\$3970		\$ 3950	
Oak Park FROM Various Locations (COOK/Oak Park) and Roosevelt Rd										
Completion Year Before Revision: Unspecified										
Completion Year After Revision: Unspecified										
Project Work Types Before Revision:		BICYCLE FACILITY								
Project Work Types After Revision:		ENHANCEMENT - LANDSCAPING HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - DIRECTIONAL/INFORMATIONAL SIGNS MISCELLANEOUS - EXEMPT PROJECTS								
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment			
		EnRA	IMPLEMENTATION	10	25	20	Community Bike Signage			
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment			
		EnRA	IMPLEMENTATION	10	25	20	Community Bike Signage			
		STP-E	CONSTRUCTION	10	6444	3950	Roosevelt Rd - includes E3			
		ILL	CONSTRUCTION	10	3000	0	Roosevelt Rd - \$1.8M - resurfacing; \$1.2M - road improvements			
Project:	Action		Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change	
08-09-0012	DuPage Council of Mayors	Phases Changed			\$1090		\$1528		\$ 438	
W. Branch DuPage River Trail FROM Great Western Trail (DUPAGE/Carol Stream) TO Army Trail Road (DUPAGE/Carol Stream) Fair Oaks Road Trail										
Completion Year Before Revision: Unspecified										
Completion Year After Revision: Unspecified										
Project Work Types Before Revision:		BICYCLE FACILITY								

Project Work Types After Revision:	PEDESTRIAN FACILITY					
	BICYCLE FACILITY					
	PEDESTRIAN FACILITY					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
Financial Data After Revision	STP-L	CONSTRUCTION	12	1454	1090	Segment
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	
	STP-L	CONSTRUCTION	12	1454	1090	
	STP-E	IMPLEMENTATION	10	548	438	102350

Gray Financial Data Records are for informational purposes only and not included in the TIP.

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233 South Wacker Drive, Suite 800, Chicago, IL 60606  
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### Non-Exempt Modification

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
02-09-0002	CMAP	Modification	\$220	\$220	\$ 0		0%	
YELLOW LINE INFILL STATION AT								
Completion Year Before Revision:			2012					
Completion Year After Revision:			2012					
Project Work Types Before Revision:			STATION - NEW					
Project Work Types After Revision:			STATION - NEW					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-I	CMAQ A	275	220	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-I	10	275	220	

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Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
03-00-0016	IDOT District 1 Division of Highways	Modification	\$15600	\$15600	\$ 0		0%	
DES PLAINES RIVER RD FROM US 12 RAND RD (COOK) TO DEVON AVE (COOK)								
Completion Year Before Revision:			2016					
Completion Year After Revision:			2016					
Project Work Types Before Revision:			HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE SIGNALS - INTERCONNECTS AND TIMING					
Project Work Types After Revision:			HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE SIGNALS - INTERCONNECTS AND TIMING					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-U	CONSTRUCTION	11	19500	15600	1-71372-0114
			ILL	CONSTRUCTION	10	14000	0	1-71372-0100
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-U	CONSTRUCTION	13	19500	15600	1-71372-0100
			ILL	CONSTRUCTION	10	14000		1-71372-0114

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Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
04-99-0003	CMAP	Modification	\$17	\$17	\$ 0		0%	
25TH AVE FROM US 20 LAKE ST (COOK) TO ST. CHARLES RD (COOK)								
Completion Year Before Revision:			2015					
Completion Year After Revision:			2015					
Project Work Types Before Revision:			BRIDGE/STRUCTURE - NEW MISCELLANEOUS - EXEMPT TESTED PROJECTS HIGHWAY/ROAD - CORRIDOR IMPROVEMENT					
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT TESTED PROJECTS HIGHWAY/ROAD - CORRIDOR IMPROVEMENT Highway/Road - Railroad Grade Separation					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			TBD	CONSTRUCTION	MYB	37200	29760	GS6
			CMAQ	ENGINEERING-I	10	21	17	GS6
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-I	10	21	17	GS6
			TBD	CONSTRUCTION	MYB	37200	29760	GS6

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Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
04-99-0004	CMAP	Modification	\$2046	\$2046	\$ 0		0%	
25TH AVE FROM IL 64 NORTH AVE (COOK) TO US 20 LAKE ST (COOK)								
Completion Year Before Revision:			2012					
Completion Year After Revision:			2012					
Project Work Types Before Revision:			HIGHWAY/ROAD - CORRIDOR IMPROVEMENT					
Project Work Types After Revision:			HIGHWAY/ROAD - CORRIDOR IMPROVEMENT					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-II	10	700	560	INTEND TO APPLY FOR CMAQ
			CMAQ	ROW ACQUISITION	10	1500	1200	
			CMAQ	CONSTRUCTION	12	308	246	
			CMAQ	ENGINEERING-I	09	50	40	E-I and Supplemental
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-I	10	50	40	E-I and Supplemental
			CMAQ	ENGINEERING-II	10	700	560	INTEND TO APPLY FOR CMAQ
			CMAQ	ROW ACQUISITION	10	1500	1200	
			CMAQ	CONSTRUCTION	12	308	246	



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-00-0077 DuPage Council of Mayors CH 33 75TH ST FROM CH 56 WOODWARD AVE (DUPAGE) TO LYMAN AVE (DUPAGE)	Modification	\$2500	\$2500	\$ 0	0%	
<b>Completion Year Before Revision:</b> 2012						
<b>Completion Year After Revision:</b> 2012						
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - WIDEN LANES AND RESURFACE HIGHWAY/ROAD - ADD LANES				
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - WIDEN LANES AND RESURFACE HIGHWAY/ROAD - ADD LANES				
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	MFT-LOC	CONSTRUCTION	10	8375	0	
	STP-L	CONSTRUCTION	13	3125	2500	
	MFT-ALL	ENGINEERING	10	750	0	
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	MFT-ALL	ENGINEERING	10	750	0	
	MFT-LOC	CONSTRUCTION	10	8375	0	
	STP-L	CONSTRUCTION	13	3125	2500	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-06-0027 IDOT Division of Public & Intermodal Transportation IL 19 IRVING PARK RD FROM YORK RD (DUPAGE)	Modification	\$0	\$0	\$ 0		
<b>Completion Year Before Revision:</b> 2015						
<b>Completion Year After Revision:</b> 2015						
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE) BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - INTERSECTION IMPROVEMENT				
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT BRIDGE/STRUCTURE - NEW				
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	ENGINEERING-II	09	2000	0	
	TBD	IMPLEMENTATION	MYB	65100	52080	
	ILL	ENGINEERING-II	09	4000	0	1771580002
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	ENGINEERING-II	09	4000	0	1771580002
	ILL	ENGINEERING-II	09	2000	0	
	TBD	IMPLEMENTATION	MYB	65100	52080	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-06-0085 IDOT District 1 Division of Highways	Modification	\$1600	\$1600	\$ 0	0%	
IL 38 ROOSEVELT RD FROM UP GENEVA SUBDIVISION (AT KAUTZ RD) (DUPAGE)						
Completion Year Before Revision: 2012						
Completion Year After Revision: 2012						
Project Work Types Before Revision:		BRIDGE/STRUCTURE - NEW MISCELLANEOUS - PROJECT TYPES NOT LISTED				
Project Work Types After Revision:		MISCELLANEOUS - PROJECT TYPES NOT LISTED Highway/Road - Railroad Grade Separation				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	MYB	33600	26407	1-90071-0100 (GS-25)
	CMAQ	ENGINEERING-II	10	631	505	Remainder
	ILL	ROW ACQUISITION	11	4300		1-90071-0102
	ILL	ENGINEERING	MYB	2300		1-90071-0104
	ILL	ROW ACQUISITION	12	5000		1-90071-1102
	ILL	ENGINEERING	MYB	2000		1-90071-1104
	CMAQ	ENGINEERING-II	09	1369	1095	AWARDED
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	ENGINEERING-II	09	1369	1095	AWARDED
	STP-U	CONSTRUCTION	MYB	33600	26407	1-90071-0100 (GS-25)
	CMAQ	ENGINEERING-II	10	631	505	Remainder
	ILL	ROW ACQUISITION	11	4300		1-90071-0102
	ILL	ENGINEERING	MYB	2300		1-90071-0104
	ILL	ROW ACQUISITION	12	5000		1-90071-1102
	ILL	ENGINEERING	MYB	2000		1-90071-1104

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-00-0034 IDOT District 1 Division of Highways US 20 LAKE ST FROM PLANK RD (KANE) TO WELD RD & @ OLD BARN RD (KANE)	Modification	\$0	\$0	\$ 0	
<b>Completion Year Before Revision:</b> 2014					
<b>Completion Year After Revision:</b> 2014					
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - WIDEN LANES AND RESURFACE			

<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - WIDEN LANES AND RESURFACE SIGNALS - INTERCONNECTS AND TIMING				
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	10	1850	0	1765990100
	ILL	ROW ACQUISITION	MYB	200	0	1765990516
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	10	1850	0	1765990100
	ILL	ROW ACQUISITION	MYB	200	0	1765990516

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
09-05-0002	CMAQ Modification	\$1342	\$1342	\$ 0	0%	
IL 31 LAKE ST FROM INDIAN TRAIL RD (KANE) TO GALE ST (KANE)						
<b>Completion Year Before Revision:</b> 2010						
<b>Completion Year After Revision:</b> 2010						
<b>Project Work Types Before Revision:</b>		SIGNALS - INTERCONNECTS AND TIMING				
<b>Project Work Types After Revision:</b>		SIGNALS - INTERCONNECTS AND TIMING SIGNALS - MODERNIZATION				
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	CONSTRUCTION	10	1678	1342	
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	10	1678	1342	
	ILL	CONSTRUCTION	10	146	0	Includes E3

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
09-09-0071	IDOT District 3 Division of Highways Modification	\$0	\$0	\$ 0		
IL 71 Stagecoach Trail FROM IL 47 ILL 47 (KENDALL/Yorkville) TO FAU 3792 Orchard Road (KENDALL/Oswego)						
<b>Completion Year Before Revision:</b> 2015						
<b>Completion Year After Revision:</b> 2015						
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE BRIDGE/STRUCTURE - REPLACE HIGHWAY/ROAD - ADD LANES				
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - ADD LANES				
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	ENGINEERING-I	11	800	0	
	ILL	ENGINEERING-II	13	1400	0	
<b>Financial Data After Revision</b>	ILL	ROW ACQUISITION	13	2000		
	ILL	ROW ACQUISITION	MYB	2000		
	ILL	ROW ACQUISITION	MYB	3000		
	STP-R	CONSTRUCTION	MYB	53000	42400	
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	ENGINEERING-I	11	800	0	
	ILL	ENGINEERING-II	13	1400	0	
	ILL	ROW ACQUISITION	13	2000		
	ILL	ROW ACQUISITION	MYB	2000		
	ILL	ROW ACQUISITION	MYB	3000		
	STP-R	CONSTRUCTION	MYB	53000	42400	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
09-94-0036	IDOT District 3 Division of Highways Modification	\$33200	\$33200	\$ 0	0%	
IL 47 Bridge Street FROM FAU 3793 Kennedy Road (KENDALL/Yorkville) TO IL 71 Stagecoach Trail (KENDALL/Yorkville)						
<b>Completion Year Before Revision:</b> 2012						
<b>Completion Year After Revision:</b> 2012						
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - WIDEN LANES AND RESURFACE				
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - WIDEN LANES AND RESURFACE SAFETY - RAILROAD CROSSING IMPROVEMENTS				
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	HPPLU	ROW ACQUISITION	10	3000	2400	
	HPPLU	ROW ACQUISITION	11	4000	1600	
<b>Financial Data After Revision</b>	NHS	CONSTRUCTION	12	36500	29200	
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	NHS	CONSTRUCTION	12	36500	29200	
	HPPLU	ROW ACQUISITION	10	3000	2400	
	HPPLU	ROW ACQUISITION	11	4000	1600	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds</b>	<b>Post-Revision Federal Funds</b>	<b>Change in Federal Funds</b>	<b>Percentage Change</b>
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		(000)	(000)	(000)		
09-99-0102	Kane County Division of Transportation	Modification	\$0	\$0	\$ 0	
LA FOX RD BYPASS TO BUNKER RD AT						
<b>Completion Year Before Revision:</b> 2015						
<b>Completion Year After Revision:</b> 2015						
<b>Project Work Types Before Revision:</b>						
HIGHWAY/ROAD - NEW ROAD BRIDGE/STRUCTURE - NEW						
<b>Project Work Types After Revision:</b>						
HIGHWAY/ROAD - NEW ROAD Highway/Road - Railroad Grade Separation						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	GEN-OP	CONSTRUCTION	11	5000	0	3783
	GEN-OP	ROW ACQUISITION	10	400	0	
	GEN-OP	ENGINEERING-II	10	300	0	
	GEN-OP	CONSTRUCTION	10	500	0	3783
	ILL	CONSTRUCTION	11	6500	0	3783
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	11	6500	0	3783
	GEN-OP	CONSTRUCTION	11	5000	0	3783
	GEN-OP	ROW ACQUISITION	10	400	0	
	GEN-OP	ENGINEERING-II	10	300	0	
	GEN-OP	CONSTRUCTION	10	500	0	3783

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
11-00-0201	McHenry County Division of Transportation	Modification	\$7675		\$7675		\$ 0	0%
IL 31 ALGONQUIN BYPASS FROM NORTH OF RAKOW RD (MCHENRY) TO HUNTINGTON AVE / IL RT 31 (MCHENRY)								
Completion Year Before Revision:		2013						
Completion Year After Revision:		2013						
Project Work Types Before Revision:		INTERCHANGE - NEW BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD						
Project Work Types After Revision:		INTERCHANGE - NEW BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
		CMAQ	CONSTRUCTION	MYB	395	316	S-TIM	
		HPP	ROW ACQUISITION	10	5656	4525	TEA21;ALGON BY 1763080109	
		HPP	CONSTRUCTION	MYB	7620	6096	SAFETEA; IL 31 ADDLANES 1766810000	
		HPP	ROW ACQUISITION	10	1938	1550	ILL 31(N JCT) TO ILL 31 (S JCT) 1763080120	
		ILL	ROW ACQUISITION	MYB	8000		31(N JCT) TO ILL 31 (S JCT) 1763080110	
		ILL	CONSTRUCTION	11	59000		31(N JCT) TO ILL 31 (S JCT) 1763080100	
		ILL	CONSTRUCTION	10	16000		31(N JCT) TO ILL 31 (S JCT) 1763080104 GRADING	
		ILL	ENGINEERING	12	7500		31(N JCT) TO ILL 31 (S JCT) 1763080200	
		HPP	ROW ACQUISITION	09	2000	1600	TEA21; ALGON BY FROM S TERM W, 1763080119	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
		HPP	ROW ACQUISITION	09	2000	1600	TEA21; ALGON BY FROM S TERM W, 1763080119	
		CMAQ	CONSTRUCTION	MYB	395	316	S-TIM	
		HPP	ROW ACQUISITION	10	5656	4525	TEA21;ALGON BY 1763080109	
		HPP	CONSTRUCTION	MYB	7620	6096	SAFETEA; IL 31 ADDLANES 1766810000	
		HPP	ROW ACQUISITION	10	1938	1550	ILL 31(N JCT) TO ILL 31 (S JCT) 1763080120	
		ILL	ROW ACQUISITION	MYB	8000		31(N JCT) TO ILL 31 (S JCT) 1763080110	
		ILL	CONSTRUCTION	11	59000		31(N JCT) TO ILL 31 (S JCT) 1763080100	
		ILL	CONSTRUCTION	10	16000		31(N JCT) TO ILL 31 (S JCT) 1763080104 GRADING	
		ILL	ENGINEERING	12	7500		31(N JCT) TO ILL 31 (S JCT) 1763080200	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
11-09-0015	McHenry County Council of Mayors	Modification	\$262	\$270	\$ 8	3.05%	
US 14 Virginia Street FROM FAU 119 Dole Avenue (MCHENRY) TO Keith Avenue (MCHENRY)							
Completion Year Before Revision: 2010							
Completion Year After Revision: 2010							
Project Work Types Before Revision:		SIGNALS - MODERNIZATION SIGNALS - INTERCONNECTS AND TIMING					
Project Work Types After Revision:		SIGNALS - MODERNIZATION SIGNALS - INTERCONNECTS AND TIMING					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	665	262	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	665	270	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-10-0002	CMAQ	Modification	\$1012	\$1012	\$ 0	0%
New Romeoville Metra Station and Parking AT						
Completion Year Before Revision: 2013						

**Completion Year After Revision:** 2013

**Project Work Types Before Revision:**

STATION - NEW

**Project Work Types After Revision:**

STATION - NEW

**Financial Data Before  
Revision**

<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
CMAQ	ENGINEERING-II	CMAQ A	144	120	
CMAQ	CONSTRUCTION	CMAQ A	974	812	FFY13
CMAQ	ENGINEERING-I	CMAQ A	100	80	

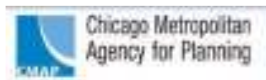
**Financial Data After Revision**

<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
CMAQ	ENGINEERING-I	10	100	80	
CMAQ	ENGINEERING-II	11	144	120	
CMAQ	CONSTRUCTION	13	974	812	FFY13

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Gray Financial Data Records are for informational purposes only and not included in the TIP.

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 233 South Wacker Drive, Suite 800, Chicago, IL 60606  
 312-454-0400 (voice), 312-454-0411 (fax)  
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### Exempt Modification

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-00-0059 Chicago Department of Transportation	Change	\$316600	\$317000	\$ 400	0.13%
WACKER DR (NORTH/SOUTH) FROM RANDOLPH ST (COOK) TO CONGRESS PKWY (COOK)					

Completion Year Before Revision: 2012

Completion Year After Revision: 2012

Project Work Types Before Revision: BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	BRR	CONSTRUCTION	11	110000	88000	1-20079-0110
	ILL	ENGINEERING	10	11000	0	1-20079-0200
	ILL	ENGINEERING	11	12000	0	1-20079-0210
	BRR	CONSTRUCTION	12	110000	88000	1-20079-0120
	ILL	ENGINEERING	12	12000	0	1-20079-0220
	STP-L	CONSTRUCTION	10	45750	36600	Wacker @ Congress Interchange
	ILL	CONSTRUCTION	10	30400	0	Wacker @ Congress Interchange
	HPPLU	CONSTRUCTION	10	23000	18400	Advance Utility
	ILL	CONSTRUCTION	10	1600	0	Advance Utility
	HPPLU	ROW ACQUISITION	10	2000	1600	Randolph to Congress
	BRR	CONSTRUCTION	10	105000	84000	1-20079-0100
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	BRR	CONSTRUCTION	10	105000	84000	1-20079-0100
	BRR	CONSTRUCTION	11	110000	88000	1-20079-0110
	ILL	ENGINEERING	10	11000	0	1-20079-0200
	ILL	ENGINEERING	11	12000	0	1-20079-0210
	BRR	CONSTRUCTION	12	110000	88000	1-20079-0120
	ILL	ENGINEERING	12	12000	0	1-20079-0220
	STP-L	CONSTRUCTION	10	45750	36600	Wacker @ Congress Interchange
	ILL	CONSTRUCTION	10	30400	0	Wacker @ Congress Interchange
	HPPLU	CONSTRUCTION	10	23000	18400	Advance Utility
	ILL	CONSTRUCTION	10	1600	0	Advance Utility
	HPPLU	ROW ACQUISITION	10	2500	2000	Randolph to Congress

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
01-01-0009	CMAP	Change	\$6941	\$6941	\$ 0		0%	
BIKE FAC-CHICAGO-NAVY PIER FLYOVER FROM JANE ADDAMS PARK (COOK) TO CHICAGO RIVER (COOK) NAVY PIER FLYOVER								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			BICYCLE FACILITY					
Project Work Types After Revision:			BICYCLE FACILITY					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	10	6875	5500	FFY2009
			CMAQ	ENGINEERING-II	09	671	537	Awarded
			CMAQ	CONSTRUCTION	10	1130	904	
			ILL	CONSTRUCTION	09	3880	0	BRIDGE CONSTRUCTION
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	09	3880	0	BRIDGE CONSTRUCTION
			CMAQ	CONSTRUCTION	10	6875	5500	FFY2009
			CMAQ	ENGINEERING-II	10	671	537	Awarded
			CMAQ	CONSTRUCTION	10	1130	904	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change			
01-01-0011	CMAP	Change	\$1360	\$1183	\$ -177	-13.01%		
CHICAGO BIKES MARKETING CAMPAIGN FROM (COOK)								
Completion Year Before Revision:		Unspecified						
Completion Year After Revision:		Unspecified						
Project Work Types Before Revision:		MISCELLANEOUS - EXEMPT PROJECTS						
Project Work Types After Revision:		MISCELLANEOUS - EXEMPT PROJECTS						
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	09	960	620	Awarded
			CMAQ	IMPLEMENTATION	09	208	166	
			CMAQ	IMPLEMENTATION	10	500	400	
			CMAQ	IMPLEMENTATION	09	217	174	
			CMAQ	IMPLEMENTATION	09	217	174	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	09	960	620	Awarded
			CMAQ	IMPLEMENTATION	09	217	174	Awarded

			CMAQ	IMPLEMENTATION	10	208	166	
			CMAQ	IMPLEMENTATION	10	500	223	
<b>Project:</b>	<b>Action</b>		<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>		<b>Percentage Change</b>	
01-02-0027	CMAQ	Change	\$2307	\$2307	\$ 0		0%	
IL 50 CICERO AVE SMART CORRIDOR PROJECT FROM 37TH ST (COOK) TO 63RD ST (COOK)								
<b>Completion Year Before Revision:</b>			Unspecified					
<b>Completion Year After Revision:</b>			Unspecified					
<b>Project Work Types Before Revision:</b>			MISCELLANEOUS - EXEMPT PROJECTS					
<b>Project Work Types After Revision:</b>			MISCELLANEOUS - EXEMPT PROJECTS					
<b>Financial Data Before Revision</b>			<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
			STP-L	CONSTRUCTION	09	1114	208	
			CMAQ	CONSTRUCTION	09	2623	2099	IMPLEMENTATION
<b>Financial Data After Revision</b>			<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
			STP-L	CONSTRUCTION	09	1114	208	
			CMAQ	CONSTRUCTION	10	2623	2099	IMPLEMENTATION
<b>Project:</b>	<b>Action</b>		<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>		<b>Percentage Change</b>	
01-04-0002	CMAQ	Change	\$8211	\$8211	\$ 0		0%	
35TH ST BIKE-PED BRIDGE FROM (COOK)								
<b>Completion Year Before Revision:</b>			Unspecified					
<b>Completion Year After Revision:</b>			Unspecified					
<b>Project Work Types Before Revision:</b>			BICYCLE FACILITY					
<b>Project Work Types After Revision:</b>			BICYCLE FACILITY					
<b>Financial Data Before Revision</b>			<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
			CMAQ	IMPLEMENTATION	09	1463	1171	ENG-2/CONST
			CMAQ	CONSTRUCTION	09	8800	7040	
<b>Financial Data After Revision</b>			<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
			CMAQ	IMPLEMENTATION	10	1463	1171	ENG-2/CONST
			CMAQ	CONSTRUCTION	10	8800	7040	
<b>Project:</b>	<b>Action</b>		<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>		<b>Percentage Change</b>	
01-05-0002	CMAQ	Change	\$1567	\$1567	\$ 0		0%	
41 ST BICYCLE-PEDESTRIAN BRIDGE FROM (COOK)								
<b>Completion Year Before Revision:</b>			Unspecified					
<b>Completion Year After Revision:</b>			Unspecified					
<b>Project Work Types Before Revision:</b>			BICYCLE FACILITY					
<b>Project Work Types After Revision:</b>			BICYCLE FACILITY					
<b>Financial Data Before Revision</b>			<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
			CMAQ	IMPLEMENTATION	09	1999	1067	ENG1/ENG2/CONST
			CMAQ	IMPLEMENTATION	09	625	500	
<b>Financial Data After Revision</b>			<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
			CMAQ	IMPLEMENTATION	13	1999	1067	ENG1/ENG2/CONST
			CMAQ	IMPLEMENTATION	13	625	500	
<b>Project:</b>	<b>Action</b>		<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>		<b>Percentage Change</b>	
01-06-0002	CMAQ	Change	\$1357	\$1357	\$ 0		0%	
43RD ST FROM CN/METRA ELECTRIC TRACKS (COOK) TO US 41 LAKE SHORE DR (COOK) 43RD ST BICYCLE-PEDESTRIAN BRIDGE OVER CN/METRA ELECTRIC TRACKS AND LAKE S								
<b>Completion Year Before Revision:</b>			Unspecified					
<b>Completion Year After Revision:</b>			Unspecified					
<b>Project Work Types Before Revision:</b>			BICYCLE FACILITY					
<b>Project Work Types After Revision:</b>			BICYCLE FACILITY					
<b>Financial Data Before Revision</b>			<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
			OTH	CONSTRUCTION	10	4000	0	
			HPP	CONSTRUCTION	10	600	480	
			CMAQ	ENGINEERING	09	1096	877	ENG2/CONST
<b>Financial Data After Revision</b>			<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
			OTH	CONSTRUCTION	10	4000	0	
			HPP	CONSTRUCTION	10	600	480	
			CMAQ	ENGINEERING	13	1096	877	ENG2/CONST
<b>Project:</b>	<b>Action</b>		<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>		<b>Percentage Change</b>	
01-06-0004	CMAQ	Change	\$160	\$160	\$ 0		0%	
WALK CHICAGO FROM (COOK) PEDESTRIAN ENCOURAGEMENT PROGRAM								
<b>Completion Year Before Revision:</b>			Unspecified					
<b>Completion Year After Revision:</b>			Unspecified					

Project Work Types Before Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	09	200	160	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	10	200	160	
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-06-0013 Chicago Department of Transportation			Change	\$440	\$440	\$ 0	0%	
STATE ST FROM 39TH ST (COOK) TO 43RD ST (COOK) CHA @ Robert Taylor								
Completion Year Before Revision:			2010					
Completion Year After Revision:			2012					
Project Work Types Before Revision:			HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE ENHANCEMENT - LANDSCAPING HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
Project Work Types After Revision:			HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE ENHANCEMENT - LANDSCAPING HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HPP	CONSTRUCTION	10	550	440	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HPP	CONSTRUCTION	10	550	440	
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-08-0004 CMAP Change				\$80	\$80	\$ 0	0%	
CITY OF CHICAGO BIKE FLEET PROGRAM AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	09	100	80	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	10	100	80	
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-09-0027 IDOT District 1 Division of Highways			Change	\$1900	\$1900	\$ 0	0%	
STATE ST FROM 60TH ST (COOK/Chicago) 69TH ST								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	1900	1900	1749390000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	1900	1900	1749390000/AWARDED
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-09-0035 IDOT District 1 Division of Highways			Change	\$5042	\$0	\$ -5042	-100%	
IL 64 NORTH AVE FROM 1) ELMWOOD AVE TO RIDGELAND AVE (COOK/Chicago) TO 2) AUSTIN AVE TO ILL 50 (CICERO AVE) (COOK/Oak Park)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			NHS	CONSTRUCTION	10	6303	5042	1781350000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	5735		1-78135-0000
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-09-0036 IDOT District 1 Division of Highways			Change	\$5042	\$2750	\$ -2292	-45.46%	
IL 50 CICERO AVE FROM 46TH ST (COOK/Chicago) TO MARQUETTE RD (COOK/Chicago)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	10	6303	5042	1781360000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	2750	2750	1-78136-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-09-0038 IDOT District 1 Division of Highways	Change	\$2740	\$0	\$ -2740	-100%	
PERSHING RD FROM ASHLAND AVE (COOK/Chicago) TO MARTIN LUTHER KING DR (COOK/Chicago)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	10	4100	2740	1771491000
	OTH	CONSTRUCTION	10	675		1771491000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	3450		1-77149-1000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-09-0039 IDOT District 1 Division of Highways	Change	\$2400	\$0	\$ -2400	-100%	
TORRENCE AVE FROM 103RD ST (COOK/Chicago) TO N OF CALUMET RIVER (COOK/Chicago)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	10	3000	2400	1757190200
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	3000		1-75719-0200

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-09-0040 IDOT District 1 Division of Highways	Change	\$1214	\$0	\$ -1214	-100%	
STONY ISLAND AVE FROM US 12 US 20 S OF (95TH ST) (COOK/Chicago) TO I- 94 BISHOP FORD EXPY (COOK/Chicago)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	10	1518	1214	1700650000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	1650		1-70065-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-09-0042 IDOT District 1 Division of Highways	Change	\$1784	\$0	\$ -1784	-100%	
DEVON AVE FROM CENTRAL AVE (CARPENTER RD) (COOK/Chicago) TO MCCORMICK BLVD (COOK/Lincolnwood)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	10	2370	1784	1701030000
	OTH	CONSTRUCTION	10	140		1701030000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	1975		1-70103-0000
	OTH	CONSTRUCTION	10	140		1-70103-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-09-0045 IDOT District 1 Division of Highways	Change	\$1017	\$0	\$ -1017	-100%	
IL 19 IRVING PARK RD FROM RAVENSWOOD AVE (COOK/Chicago) TO US 41 US 41 (NB) (COOK/Chicago)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment



Financial Data After Revision			NHS	CONSTRUCTION	11	1271	1017	1700640000
			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	1271		1-70064-0000
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-09-0052 IDOT District 1 Division of Highways			Change	\$6800	\$8500	\$ 1700	25%	
PULASKI RD FROM I- 55 I-55 (COOK/Chicago) TO 87TH ST (COOK/Chicago)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			NHS	CONSTRUCTION	10	8500	6800	1776150000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	8500	8500	1-77615-0000
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-09-0064 IDOT Division of Public & Intermodal Transportation			Change	\$0	\$5000	\$ 5000		
Citywide FROM Various (COOK/Chicago) TO Various (COOK/Chicago)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			OTH	IMPLEMENTATION	10	8000	5000	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			Tiger	IMPLEMENTATION	10	5000	5000	
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0007 IDOT District 1 Division of Highways			Change	\$0	\$575	\$ 575		
INDIANA AVE FROM 14TH ST (COOK/Chicago) TO CERMAK RD (COOK/Chicago)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	575		1771540700
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	575	575	1-77154-0700
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0008 IDOT District 1 Division of Highways			Change	\$0	\$1330	\$ 1330		
EAST RIVER RD FROM AT I-90/KENNEDY EXPY & CTA (2.0 MI W OF ILL 43) (COOK/Chicago)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	1330		1783690000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	1330	1330	1-78369-0000
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0009 IDOT District 1 Division of Highways			Change	\$0	\$1250	\$ 1250		
COTTAGE GROVE AVE FROM 83RD ST (COOK/Chicago) TO 92ND ST (COOK/Chicago)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	1250		1767731300
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	1250	1250	1-76773-1300

Pre-Revision

Post-Revision

Change in

Project:			Action	Federal Funds (000)	Federal Funds (000)	Federal Funds (000)	Percentage Change	
01-10-0011 IDOT District 1 Division of Highways			Change	\$0	\$1100	\$ 1100		
IL 72 HIGGINS RD FROM AT DESPLAINES RIVER (0.6 MI SE OF I-294) (COOK/Chicago)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	1100		1783520000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	1100	1100	1-78352-0000
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0012 IDOT District 1 Division of Highways			Change	\$0	\$370	\$ 370		
I- 94 EDENS EXPY FROM AT FOREST PRESERVE (1.0 MI N OF I-90) (COOK/Chicago)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	370		1783530000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	370	370	1-78353-0000
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0013 IDOT District 1 Division of Highways			Change	\$2000	\$1680	\$ -320	-16%	
ADDISON AVE FROM KEDZIE AVE (COOK/Chicago) TO DAMEN AVE (COOK/Chicago)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-U	CONSTRUCTION	10	2500	2000	1749050000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-U	CONSTRUCTION	10	2100	1680	1-74905-0000
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-94-0024 Chicago Department of Transportation			Change	\$8422	\$8737	\$ 315	3.74%	
DIVISION ST FROM IL 50 CICERO AVE (COOK) TO US 41 LAKE SHORE DR (COOK)								
Completion Year Before Revision:			2013					
Completion Year After Revision:			2013					
Project Work Types Before Revision:			HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE SIGNALS - MODERNIZATION					
Project Work Types After Revision:			HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE SIGNALS - MODERNIZATION					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-L	ENGINEERING-II	11	1100	880	
			STP-L	CONSTRUCTION	12	9427	7542	CLEVELAND TO THE KENNEDY
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-L	CONSTRUCTION	12	9427	7542	CLEVELAND TO THE KENNEDY
			STP-L	ENGINEERING-II	11	1494	1195	
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-94-0045 CMAP			Change	\$4475	\$1501	\$ -2974	-66.46%	
BIKE FAC-CHICAGO-RACKS AND LOCKERS FROM (COOK)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			BICYCLE FACILITY					
Project Work Types After Revision:			BICYCLE FACILITY					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	10	5594	4475	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	10	1876	1501	

01-96-0045	Chicago Department of Transportation LARAMIE AVENUE FROM POLK STREET (COOK)	Change	\$19496	\$19656	\$ 160	0.82%
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b>		BRIDGE/STRUCTURE - REPLACE BRIDGE/STRUCTURE - RECONSTR/REHAB NO CHNG IN #, WIDTH, OR LANE				
<b>Project Work Types After Revision:</b>		BRIDGE/STRUCTURE - REPLACE BRIDGE/STRUCTURE - RECONSTR/REHAB NO CHNG IN #, WIDTH, OR LANE				
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	ENGINEERING	09	270	216	
	ICC	CONSTRUCTION	09	2000	0	
	STP-L	ROW ACQUISITION	09	100	80	
	BRR	CONSTRUCTION	10	4400	3520	
	STP-L	CONSTRUCTION	10	19600	15680	
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	CONSTRUCTION	10	19600	15680	
	STP-L	ENGINEERING	09	270	216	
	ICC	CONSTRUCTION	09	2000	0	
	STP-L	ROW ACQUISITION	09	100	80	
	BRR	CONSTRUCTION	10	4400	3520	
	STP-L	ENGINEERING	10	200	160	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-98-0017	Chicago Department of Transportation	Change	\$10000	\$10720	\$ 720	7.2%
Citywide FROM various (COOK/Chicago) TO various (COOK/Chicago)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		BRIDGE/STRUCTURE - PAINT				
Project Work Types After Revision:		BRIDGE/STRUCTURE - PAINT				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	IMPLEMENTATION	10	905	724	Contract A (FY08 carryover)
	STP-L	IMPLEMENTATION	10	900	720	Contract A (FY09 carryover)
	STP-L	IMPLEMENTATION	10	1595	1276	Contract B (FY08 carryover)
	STP-L	IMPLEMENTATION	10	1600	1280	Contract B (FY09 carryover)
	STP-L	IMPLEMENTATION	10	1250	1000	Contract A
	STP-L	IMPLEMENTATION	10	1250	1000	Contract B
	STP-L	IMPLEMENTATION	11	1250	1000	Contract A
	STP-L	IMPLEMENTATION	11	1250	1000	Contract B
	STP-L	IMPLEMENTATION	12	1250	1000	Contract A
	STP-L	IMPLEMENTATION	12	1250	1000	Contract B
	Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost
STP-L		IMPLEMENTATION	10	1155	924	Contract A (FY08 carryover)
STP-L		IMPLEMENTATION	10	900	720	Contract A (FY09 carryover)
STP-L		IMPLEMENTATION	10	2245	1796	Contract B (FY08 carryover)
STP-L		IMPLEMENTATION	10	1600	1280	Contract B (FY09 carryover)
STP-L		IMPLEMENTATION	10	1250	1000	Contract A
STP-L		IMPLEMENTATION	10	1250	1000	Contract B
STP-L		IMPLEMENTATION	11	1250	1000	Contract A
STP-L		IMPLEMENTATION	11	1250	1000	Contract B
STP-L		IMPLEMENTATION	12	1250	1000	Contract A
STP-L		IMPLEMENTATION	12	1250	1000	Contract B

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-98-0017	Chicago Department of Transportation	Change	\$10000	\$10720	\$ 720	7.2%	
Citywide FROM various (COOK/Chicago) TO various (COOK/Chicago)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		BRIDGE/STRUCTURE - PAINT					
Project Work Types After Revision:		BRIDGE/STRUCTURE - PAINT					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	IMPLEMENTATION	10	905	724	Contract A (FY08 carryover)
		STP-L	IMPLEMENTATION	10	900	720	Contract A (FY09 carryover)
		STP-L	IMPLEMENTATION	10	1595	1276	Contract B (FY08 carryover)
		STP-L	IMPLEMENTATION	10	1600	1280	Contract B (FY09 carryover)
		STP-L	IMPLEMENTATION	10	1250	1000	Contract A
		STP-L	IMPLEMENTATION	10	1250	1000	Contract B
		STP-L	IMPLEMENTATION	11	1250	1000	Contract A
		STP-L	IMPLEMENTATION	11	1250	1000	Contract B
		STP-L	IMPLEMENTATION	12	1250	1000	Contract A
		STP-L	IMPLEMENTATION	12	1250	1000	Contract B
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	IMPLEMENTATION	10	1155	924	Contract A (FY08 carryover)

	STP-L	IMPLEMENTATION	10	900	720	Contract A (FY09 carryover)
	STP-L	IMPLEMENTATION	10	2245	1796	Contract B (FY08 carryover)
	STP-L	IMPLEMENTATION	10	1600	1280	Contract B (FY09 carryover)
	STP-L	IMPLEMENTATION	10	1250	1000	Contract A
	STP-L	IMPLEMENTATION	10	1250	1000	Contract B
	STP-L	IMPLEMENTATION	11	1250	1000	Contract A
	STP-L	IMPLEMENTATION	11	1250	1000	Contract B
	STP-L	IMPLEMENTATION	12	1250	1000	Contract A
	STP-L	IMPLEMENTATION	12	1250	1000	Contract B

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-98-0038	Chicago Department of Transportation	Change	\$104342	\$137537	\$ 33195	31.81%	
CITYWIDE - CHICAGO - VARIOUS LOCS FROM (COOK) (COOK)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) MISCELLANEOUS - EXEMPT PROJECTS ADA - FACILITY IMPROVEMENTS					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) MISCELLANEOUS - EXEMPT PROJECTS ADA - FACILITY IMPROVEMENTS					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	61397	49118	AR 51, 52, 53 & 54
		STP-L	ENGINEERING	10	2700	2160	
		LRA	CONSTRUCTION	09	10100	10100	AR 47
		LRA	CONSTRUCTION	09	7027	7027	AR 48
		LRA	CONSTRUCTION	09	11128	11128	AR 49
		LRA	CONSTRUCTION	09	5419	5419	AR 50
		LRA	CONSTRUCTION	10	19390	19390	ADA Facility Imp AR 47, 48, 49, 50
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	19390	19390	ADA Facility Imp AR 47, 48, 49, 50
		STP-L	CONSTRUCTION	10	61397	49118	AR 51, 52, 53 & 54
		STP-L	ENGINEERING	10	2700	2160	
		LRA	CONSTRUCTION	09	10100	10100	AR 47
		LRA	CONSTRUCTION	09	7027	7027	AR 48
		LRA	CONSTRUCTION	09	11128	11128	AR 49
		LRA	CONSTRUCTION	09	5419	5419	AR 50
		STP-L	CONSTRUCTION	11	41494	33195	AR 55, 56, 57, 58

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
02-05-0004 North Shore Council of Mayors GREENWOOD ROAD FROM Glenview Road (COOK)	Change	\$3216	\$3216	\$ 0	0%	
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	ROW ACQUISITION	09	240	168	Awarded - - Total: 240, Fed: 168
	STP-L	ENGINEERING-II	09	111	78	Awarded - Total: 111, Fed: 78
	STP-L	CONSTRUCTION	10	4539	2814	Includes Construction Engineering
	CMAQ	CONSTRUCTION	10	195	156	sidewalks on Greenwood - Linneman to Glenview
	ILL	CONSTRUCTION	10	260	0	
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	10	260	0	
	STP-L	ROW ACQUISITION	09	240	168	Awarded - - Total: 240, Fed: 168
	STP-L	ENGINEERING-II	09	111	78	Awarded - Total: 111, Fed: 78
	STP-L	CONSTRUCTION	10	4539	2814	Includes Construction Engineering
	CMAQ	CONSTRUCTION	10	195	156	sidewalks on Greenwood - Linneman to Glenview

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
02-06-0030 IDOT Office of Planning & Programming	Change	\$1101	\$1101	\$ 0	0%	
BIKE FAC-EVANSTON-LAKEFRONT CORRIDOR FROM NORTHWESTERN UNIVERSITY (N OF CLARK) (COOK) TO LEE ST (COOK) Lee Street to ~500' north of Clark Street.						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision:		BICYCLE FACILITY PEDESTRIAN FACILITY				
Project Work Types After Revision:		BICYCLE FACILITY PEDESTRIAN FACILITY				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	EnRA	IMPLEMENTATION	10	1787	1101	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment

EnRA			IMPLEMENTATION		10	1787	1101
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
02-08-0002	CMAQ Change	\$1664	\$1664	\$ 0		0%	
THE GLEN OF NORTH GLENVIEW STATION COMMUTER AT							
Completion Year Before Revision:		2009					
Completion Year After Revision:		2009					
Project Work Types Before Revision:		PARKING - EXPAND NUMBER OF SPACES					
Project Work Types After Revision:		PARKING - EXPAND NUMBER OF SPACES					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	09	2060	1647	Included ENG III
		CMAQ	ENGINEERING-II	09	21	17	Awarded
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	ENGINEERING-II	09	21	17	Awarded
		CMAQ	CONSTRUCTION	10	2060	1647	Included ENG III

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
02-08-0006	IDOT District 1 Division of Highways Change	\$0	\$2530	\$ 2530			
GREEN BAY/GLENCOE RD FROM SCOTT AVE (COOK) TO 16TH ST (COOK)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	12	2530	0	1753520000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	2530	2530	1-75352-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
02-08-0007	IDOT District 1 Division of Highways Change	\$0	\$240	\$ 240			
HIBBARD RD FROM ILLINOIS RD (COOK) TO US 41 SKOKIE BLVD (COOK)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	12	240	0	1770270000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	240	240	1-77027-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
02-08-0008	IDOT District 1 Division of Highways Change	\$520	\$0	\$ -520		-100%	
GREENWOOD AVE FROM WEST LAKE AVE (COOK) TO IL 58 GOLF RD (COOK)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	10	650	520	1-77148-0200
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	990		1-77148-0200

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
02-08-0013	IDOT District 1 Division of Highways Change	\$1700	\$1700	\$ 0		0%	
IL 43 US 14 WAUKEGAN RD FROM US 14 IL 58 DEMPSTER ST TO N OF US 14 (CALDWELL AVE) (COOK) TO & S OF US 14 (CALDWELL AVE) TO MILWAUKEE AVE (COOK)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	1700	1700	1-70106-0000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	1700	1700	1-70106-0000/AWARDED

<b>Project:</b>		<b>Action</b>	<b>Federal Funds (000)</b>	<b>Federal Funds (000)</b>	<b>Federal Funds (000)</b>	<b>Percentage Change</b>	
02-09-0022 IDOT District 1 Division of Highways		Change	\$800	\$800	\$ 0	0%	
TOUHY AVE FROM ILL 50 (CICERO AVE) TO US 41 (LINCOLN AVE) (COOK/Lincolnwood) TO LAWNDALE AVE TO KIMBALL AVE (COOK/Skokie)							
<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		HRA	CONSTRUCTION	09	800	800	1-70109-0000
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		HRA	CONSTRUCTION	09	800	800	1-70109-0000/AWARDED

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
02-09-0024 IDOT District 1 Division of Highways		Change	\$3130	\$0	\$ -3130	-100%	
IL 43 WAUKEGAN RD FROM WILLOW RD (COOK/Glenview) TO IL 58 GOLF RD (COOK/Northfield)							
<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		HRA	CONSTRUCTION	10	3130	3130	1-76505-0000
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILL	CONSTRUCTION	10	3130		1-76505-0000

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
02-10-0007 IDOT District 1 Division of Highways		Change	\$0	\$1280	\$ 1280		
I- 94 FRONTAGE RDS FROM VARIOUS LOCATIONS - EAST FRONTAGE RDS (COOK/Morton Grove)							
<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILL	CONSTRUCTION	10	1280		1771480000
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ARRA2	CONSTRUCTION	10	1280	1280	1-77148-0000

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
02-10-0008 IDOT District 1 Division of Highways		Change	\$0	\$570	\$ 570		
IL 58 DEMPSTER ST FROM AT N BR CHICAGO RIVER ( 0.6 MI E OF ILL 43) (COOK/Morton Grove)							
<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
<b>Project Work Types After Revision:</b>		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILL	CONSTRUCTION	10	570		1783640000
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ARRA2	CONSTRUCTION	10	570	570	1-78364-0000

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
02-10-0009 IDOT District 1 Division of Highways		Change	\$0	\$410	\$ 410		
US 14 CALDWELL AVE FROM AT N BR CHICAGO RIVER (0.8 MI SE OF ILL 43) (COOK/Morton Grove)							
<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
<b>Project Work Types After Revision:</b>		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILL	CONSTRUCTION	10	410		1783430000
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ARRA2	CONSTRUCTION	10	410	410	1-78343-0000

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>
02-10-0011 IDOT District 1 Division of Highways		Change	\$0	\$1000	\$ 1000	
1)CRAWFORD AVE 2)GLENVIEW RD FROM 1)GLENVIEW RD TO OLD GLENVIEW RD (COOK/Wilmette) TO 2)JUS 41 (SKOKIE BLVD) TO RIDGE RD (COOK/Wilmette)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						

Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	1000		1780310000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	1000	1000	1-78031-0000

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-06-0013 IDOT District 1 Division of Highways			Change	\$800	\$800	\$ 0	0%	
BALLARD RD FROM US 12 RAND RD (COOK) TO GREENWOOD AVE (COOK)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	800	800	1-76759-0000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	800	800	1-76759-0000/AWARDED

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-06-0029 IDOT Office of Planning & Programming			Change	\$820	\$1340	\$ 520	63.41%	
IL 21 MILWAUKEE AVENUE FROM BIRCHWOOD (COOK) TO MONROE (COOK)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			ENHANCEMENT - LANDSCAPING					
Project Work Types After Revision:			ENHANCEMENT - LANDSCAPING					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-E	IMPLEMENTATION	10	1025	820	102030
			TBD	IMPLEMENTATION	MYB	778	0	UNFUNDED ITEP REQUEST
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-E	IMPLEMENTATION	10	1725	520	102204
			STP-E	IMPLEMENTATION	10	1025	820	102030

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-07-0003 IDOT District 1 Division of Highways			Change	\$0	\$0	\$ 0		
IL 58 GOLF RD FROM POPLAR CREEK (W OF IL 59) (COOK) 0.1 WEST OF IL 59 (SUTTON RD)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			BRIDGE/STRUCTURE - REPLACE					
Project Work Types After Revision:			BRIDGE/STRUCTURE - REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	1445	0	1-77432-0000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	1445	0	1-77432-0000/AWARDED

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-08-0001 CMAP			Change	\$1048	\$1048	\$ 0	0%	
DES PLAINES RIVER WALK FROM GOLF RD (COOK) TO ALGONQUIN RD (COOK) SOUTH TRAIL: TOUHY TO ALGONQUIN NORTH TRAIL: BALLARD TO GOLF								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			BICYCLE FACILITY					
Project Work Types After Revision:			BICYCLE FACILITY					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-I	09	150	120	
			CMAQ	ENGINEERING-II	09	100	80	
			ILL	CONSTRUCTION	10	150	0	
			CMAQ	CONSTRUCTION	10	1347	848	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	10	1347	848	
			CMAQ	ENGINEERING-I	10	150	120	
			CMAQ	ENGINEERING-II	10	100	80	
			ILL	CONSTRUCTION	10	150	0	

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-08-0004 CMAP			Change	\$1053	\$1053	\$ 0	0%



Arlington Park Metra Station - Commuter Drive FROM Rohlwing Rd (COOK/Rolling Meadows) TO Arlington Park Metra Station (COOK/Arlington Heights) Recons

**Completion Year Before Revision:** Unspecified

**Completion Year After Revision:** Unspecified

**Project Work Types Before Revision:** BICYCLE FACILITY  
HIGHWAY/ROAD - RECONSTRUCT IN KIND

**Project Work Types After Revision:** BICYCLE FACILITY  
HIGHWAY/ROAD - RECONSTRUCT IN KIND

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	ROW ACQUISITION	09	100	80	
	CMAQ	ENGINEERING-II	09	34	27	
	STP-L	CONSTRUCTION	11	752	526	
	CMAQ	CONSTRUCTION	09	525	420	
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	CONSTRUCTION	10	525	420	
	CMAQ	ROW ACQUISITION	10	100	80	
	CMAQ	ENGINEERING-II	10	34	27	
	STP-L	CONSTRUCTION	11	752	526	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-08-0009 Northwest Council of Mayors	Change	\$4299	\$4299	\$ 0	0%	
WRIGHT BLVD FROM WISE ROAD (COOK) TO IL 19 IRVING PARK ROAD (COOK)						
Completion Year Before Revision:		2012				
Completion Year After Revision:		2010				
Project Work Types Before Revision:		BICYCLE FACILITY HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES				
Project Work Types After Revision:		BICYCLE FACILITY HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	752	752	
	STP-L	CONSTRUCTION	10	5600	3547	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	5600	3547	
	LRA	CONSTRUCTION	10	752	752	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-09-0050 IDOT District 1 Division of Highways	Change	\$19200	\$26300	\$ 7100	36.98%	
I- 290 IL 53 I-290/ILL 53 FROM US 12 RAND RD (COOK/Arlington Heights) TO IL 72 HIGGINS RD (COOK/Schaumburg) KIRCHOFF RD TO ILL 62/ALGONQUIN RD (DRAIN						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	12	24000	19200	1782030000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	23000	23000	1-78203-0000
	ARRA2	CONSTRUCTION	10	3000	3000	1-78203-0001
	ARRA2	CONSTRUCTION	10	300	300	1-78203-0003 (DRAINAGE)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-09-0060 IDOT District 1 Division of Highways	Change	\$1480	\$0	\$ -1480	-100%	
IL 53 ILL 53 E&W FRONTAGE RD & N&S PALATINE FRONTAGE RD FROM IL 68 DUNDEE RD TO N SIDE PALATINE FRONTAGE RD (COOK/Arlington Heights) TO ILL 53 E FRON						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	10	1850	1480	1779610000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	1525		1-77961-0000

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>
03-10-0006 IDOT District 1 Division of Highways	Change	\$0	\$220	\$ 220	
US 14 DEMPSTER ST FROM AT CREEK (0.1 MI E OF I-294) (COOK/Park Ridge)					
<b>Completion Year Before Revision:</b>	Unspecified				
<b>Completion Year After Revision:</b>	Unspecified				
<b>Project Work Types Before Revision:</b>	BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE				



Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	220		1783620000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	220	220	1-78362-0000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-10-0007	IDOT District 1 Division of Highways	Change	\$0	\$170	\$ 170		
IL 83 ELMHURST RD FROM AT MCDONALD CREEK (0.5 MI S OF PALATINE RD) (COOK/Prospect Heights)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	170		1783540000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	170	170	1-78354-0000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-10-0008	IDOT District 1 Division of Highways	Change	\$0	\$350	\$ 350		
MCHENRY RD FROM IL 83 ELMHURST RD (COOK/Wheeling) TO IL 68 DUNDEE RD (COOK/Wheeling)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	350		1701130000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	350	350	1-70113-0000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-10-0009	IDOT District 1 Division of Highways	Change	\$0	\$650	\$ 650		
IL 72 HIGGINS RD (WB) FROM FORBES AVE (0.4 MI W OF ILL 59) (COOK/Hoffman Estates) TO BEVERLEY RD (0.8 MI E OF COOK-KANE CO LINE) (COOK/Hoffman Estate)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	650		1783290000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	650	650	1-78329-0000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-10-0010	IDOT District 1 Division of Highways	Change	\$0	\$1500	\$ 1500		
BARRINGTON RD FROM ALGONQUIN RD (0.3 MI S OF ILL 62) (COOK/Hoffman Estates) TO I-90 (COOK/South Barrington)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	1500		1780450000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	1500	1500	1-78045-0000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
04-05-0002	IDOT Division of Public & Intermodal Transportation	Change	\$174670	\$152630	\$ -22040	-12.62%	
CREATE BELTWAY CORRIDOR FROM TOWER B-12 (COOK) TO THORNTON JUNCTION (COOK)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:		MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		NRS	CONSTRUCTION	09	8100	6480	B-3 MELROSE CONECTION
		ILL	ENGINEERING-I	09	2100	0	B-2, B-6, B-9, B-12

	NRS	IMPLEMENTATION	10	80100	64080	B-2 PROVISIO
	NRS	IMPLEMENTATION	10	26075	20860	B-4 LA GRANGE
	NRS	IMPLEMENTATION	10	7124	5700	B-5 BROADVIEW
	NRS	IMPLEMENTATION	09	13500	10800	B-6 MCCOOK
	NRS	IMPLEMENTATION	09	4237	3390	B-8 ARGO-CP CANAL
	NRS	IMPLEMENTATION	10	25900	20720	B-12 CP-FRANCISCO TO CP 123RD
	NRS	IMPLEMENTATION	12	3700	2960	B-13 BLUE ISLAND JCT
	NRS	IMPLEMENTATION	11	14200	11360	B-15 CP HARVEY-DOLTON
	NRS	IMPLEMENTATION	12	4500	3600	B16 THORNTON JUNCTION
	NRS	IMPLEMENTATION	10	11900	9520	B9 ARGO
	NRS	CONSTRUCTION	10	19000	15200	B-1 CP CROSSOVERS AT B12 TOWER
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	NRS	CONSTRUCTION	10	19000	15200	B-1 CP CROSSOVERS AT B12 TOWER
	NRS	CONSTRUCTION	09	8100	6480	B-3 MELROSE CONECTION
	ILL	ENGINEERING-I	09	2100	0	B-2, B-6, B-9, B-12
	NRS	IMPLEMENTATION	10	1375	1100	B-2 PROVISIO
	NRS	IMPLEMENTATION	10	2875	2300	B-4/B-5 LA GRANGE AND BROADVIEW
	Tiger	IMPLEMENTATION	10	32325	14900	B-4/B-5 LA GRANGE AND BROADVIEW
	NRS	IMPLEMENTATION	09	13500	10800	B-6 MCCOOK
	NRS	IMPLEMENTATION	09	4237	3390	B-8 ARGO-CP CANAL
	NRS	IMPLEMENTATION	10	25900	20720	B-12 CP-FRANCISCO TO CP 123RD
	NRS	IMPLEMENTATION	12	3700	2960	B-13 BLUE ISLAND JCT
	Tiger	IMPLEMENTATION	11	14200	11360	B-15 CP HARVEY-DOLTON
	NRS	IMPLEMENTATION	12	4500	3600	B16 THORNTON JUNCTION
	NRS	IMPLEMENTATION	10	11900	9520	B9 ARGO
	Tiger	IMPLEMENTATION	10	79825	50300	B-2 PROVISIO

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
04-06-0013 IDOT District 1 Division of Highways GUNNISON ST FROM IL 43 HARLEM AVE (COOK) TO NAGLE AVE (COOK)	Change	\$1100	\$1100	\$ 0	0%	
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HRA	CONSTRUCTION	09	1100	1100	1-77319-0000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HRA	CONSTRUCTION	09	1100	1100	1-77319-0000/AWARDED

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
04-06-0016 IDOT District 1 Division of Highways LAWRENCE AVE FROM FORSTER AVE (COOK) TO DES PLAINES RIVER RD (COOK)	Change	\$0	\$460	\$ 460		
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	12	3000	0	1767860000, 1708360300
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	460	460	1-76786-0000

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
04-06-0026	IDOT Office of Planning & Programming	Change	\$615		\$885		\$ 270	43.9%
US 12 20 45 Mannheim Road Streetscape and I-290 Bridge Improvements FROM Washington Blvd (COOK/Hillside) TO Roosevelt Road (COOK)								
Completion Year Before Revision:		Unspecified						
Completion Year After Revision:		Unspecified						
Project Work Types Before Revision:		PEDESTRIAN FACILITY ENHANCEMENT - LANDSCAPING						
Project Work Types After Revision:		PEDESTRIAN FACILITY ENHANCEMENT - LANDSCAPING						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
		STP-E	ENGINEERING	09	650	520	AWARDED 102167 E1 AND E2	
		STP-E	CONSTRUCTION	10	119	95	102167	
		TBD	IMPLEMENTATION	MYB	4681	0	UNFUNDED ITEP REQUEST	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
		TBD	IMPLEMENTATION	MYB	2612	0	UNFUNDED ITEP REQUEST	
		STP-E	ENGINEERING	09	650	520	AWARDED 102167 E1 AND E2	
		STP-E	CONSTRUCTION	10	119	95	102167	
		STP-E	IMPLEMENTATION	10	337	270	102219	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
04-06-0033	CMAQ	Change	\$397	\$386	\$ -11		-2.77%	
VARIOUS SIDEWALK PROJECTS FROM (COOK) THROUGHOUT OAK PARK								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			PEDESTRIAN FACILITY					
Project Work Types After Revision:			PEDESTRIAN FACILITY					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	09	214	171	
			CMAQ	IMPLEMENTATION	09	283	226	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	10	214	160	
			CMAQ	IMPLEMENTATION	09	283	226	AWARDED

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
04-06-0034	CMAQ	Change	\$60	\$60	\$ 0		0%	
WOLF RD FROM SOFFEL AVE (COOK) SIDEWALKS								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			PEDESTRIAN FACILITY HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Project Work Types After Revision:			PEDESTRIAN FACILITY HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	09	75	60	REMAINDER
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	11	75	60	REMAINDER

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
04-08-0029	North Central Council of Mayors	Change	\$4982	\$4982	\$ 0	0%	
ST CHARLES ROAD FROM 21ST AVE (W OF) (COOK) TO 5TH AVENUE (COOK) 1ST REF: VILLAGE LIMITS							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - CURB AND GUTTER					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - CURB AND GUTTER					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	6227	4982	5TH AVE TO 21st AVE
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	6227	4982	5TH AVE TO 21st AVE

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
04-09-0005	IDOT District 1 Division of Highways	Change	\$1280	\$1930	\$ 650	50.78%
GRAND AVENUE FROM ELM STREET (COOK) TO IL 43 HARLEM AVENUE (COOK)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	11	1930	1280	177318000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	1930	1930	1-77318-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
04-09-0015	North Central Council of Mayors Change	\$553	\$593	\$ 40	7.23%		
Various Bridges AT Various bridges will be rehabbed and resurfaced.							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	591	553	

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	593	593	
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
04-09-0016 North Central Council of Mayors	Change	\$0	\$603	\$ 603		
FAU 2779 East Avenue FROM Garfield Street (COOK) TO FAU 347 38 Roosevelt Road (COOK) LAPP						
<b>Completion Year Before Revision:</b>	Unspecified					
<b>Completion Year After Revision:</b>	Unspecified					
<b>Project Work Types Before Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - CURB AND GUTTER					
<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - CURB AND GUTTER					
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	TBD	CONSTRUCTION	10	603	603	
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CSTP	CONSTRUCTION	10	603	603	
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
04-09-0018 North Central Council of Mayors	Change	\$503	\$543	\$ 40	7.95%	
FAU 1349 Devon Avenue FROM FAU 1350 Higgins Road (COOK) TO I- 294 Tri-State Tollway (COOK) LAPP						
<b>Completion Year Before Revision:</b>	Unspecified					
<b>Completion Year After Revision:</b>	Unspecified					
<b>Project Work Types Before Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - CURB AND GUTTER					
<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - CURB AND GUTTER					
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	LRA	CONSTRUCTION	10	505	503	
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	LRA	CONSTRUCTION	10	543	543	
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
04-09-0032 IDOT District 1 Division of Highways	Change	\$900	\$900	\$ 0	0%	
DES PLAINES AVE FROM ROOSEVELT RD (COOK/Forest Park) TO CERMAK RD (COOK/North Riverside)						
<b>Completion Year Before Revision:</b>	Unspecified					
<b>Completion Year After Revision:</b>	Unspecified					
<b>Project Work Types Before Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	HRA	CONSTRUCTION	09	900	900	1-77317-0000
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	HRA	CONSTRUCTION	09	900	900	1-77317-0000/AWARDED
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
05-03-0006 Central Council of Mayors	Change	\$2289	\$2748	\$ 459	20.05%	
CENTRAL AVE FROM ROOSVELT RD (COOK) TO 26TH ST (COOK)						
<b>Completion Year Before Revision:</b>	Unspecified					
<b>Completion Year After Revision:</b>	Unspecified					
<b>Project Work Types Before Revision:</b>	SIGNALS - MODERNIZATION HIGHWAY/ROAD - RECONSTRUCT IN KIND					
<b>Project Work Types After Revision:</b>	SIGNALS - MODERNIZATION HIGHWAY/ROAD - RECONSTRUCT IN KIND					
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	CONSTRUCTION	10	3052	2289	
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	CONSTRUCTION	10	3664	2748	
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
05-05-0007 Central Council of Mayors	Change	\$180	\$185	\$ 5	2.78%	
RIDGEWOOD ROAD FROM GOLF ROAD (COOK) TO IL 171 FIRST AVENUE (COOK)						
<b>Completion Year Before Revision:</b>	Unspecified					
<b>Completion Year After Revision:</b>	Unspecified					
<b>Project Work Types Before Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - CURB AND GUTTER					
<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - CURB AND GUTTER					
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>

Financial Data After Revision		LRA	CONSTRUCTION	10	200	180	
		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	200	185	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-06-0011	IDOT District 1 Division of Highways	Change	\$640	\$0	\$ -640	-100%	
PERSHING RD FROM CENTRAL AVE (COOK) TO IL 50 CICERO AVE (COOK)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	09	800	640	1-77149-0400
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	870		1-77149-0400

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-08-0004	IDOT District 1 Division of Highways	Change	\$0	\$2110	\$ 2110		
CENTRAL AVE FROM 1J47TH ST TO 51ST ST (COOK/Forest View) TO 2J51ST ST TO 63RD ST (COOK/Chicago)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	1700		1700660000
		ILL	CONSTRUCTION	10	410	0	1771380000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	410	410	1-77138-0000
		ARRA2	CONSTRUCTION	10	1700	1700	1-70066-0000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-08-0016	Central Council of Mayors	Change	\$720	\$738	\$ 18	2.5%	
EAST AVENUE FROM ROOSEVELT ROAD (COOK) TO CERMAK ROAD (COOK)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	09	842	720	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	09	738	738	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-09-0005	Central Council of Mayors	Change	\$167	\$293	\$ 126	75.45%	
Burlington Avenue FROM Brainard Ave (COOK) TO Kensington Avenue (COOK)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	335	167	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	348	293	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-09-0010	IDOT District 1 Division of Highways	Change	\$2500	\$2500	\$ 0	0%	
47TH ST FROM DUPAGE CTY LINE (COOK/Hinsdale) TO EAST AVE/ EBERLY AVE (COOK/Western Springs)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	2500	2500	1-76796-0100
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	2500	2500	1-76796-0100/AWARDED

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-09-0015 IDOT District 1 Division of Highways US 34 US 34 FROM BASSFORD ST (COOK/LaGrange) TO BN RR (COOK/LaGrange)	Change	\$0	\$0	\$ 0		
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified						
Project Work Types Before Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	MYB	720	576	1780720000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	705		1-78072-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-09-0016 IDOT District 1 Division of Highways 55TH ST FROM EASE AVE/EBERLY AVE (COOK/McCook) TO JOLIET RD (COOK/McCook)	Change	\$0	\$0	\$ 0		
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified						
Project Work Types Before Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	720		
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	525		1-78331-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-09-0017 IDOT District 1 Division of Highways JOLIET RD FROM I- 294 I-294 (COOK/Burr Ridge) TO IL 43 HARLEM AVE (COOK/McCook)	Change	\$4240	\$0	\$ -4240	-100%	
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified						
Project Work Types Before Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	10	5300	4240	1780410000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	3605		1-78041-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0.5 MI S OF I-55) (COOK/Hodgkins)	Change	\$0	\$6850	\$ 6850		
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified						
Project Work Types Before Revision:	BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:	BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	6850		1783570000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	6850	6850	1-78357-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-10-0003 Central Council of Mayors Lenzi Avenue FROM Joiet Road (COOK/Hodgkins) Catherine Ann Drive Catherine Ann Drive limits: East Avenue to Lenzi Avenue	Change	\$168	\$192	\$ 24	14.29%	
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified						
Project Work Types Before Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HPP	CONSTRUCTION	10	235	168	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HPP	CONSTRUCTION	10	265	192	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-02-0112 Southwest Council of Mayors HARLEM AVENUE FROM 119TH STREET (COOK) TO 127TH STREET (COOK)	Change	\$617	\$617	\$ 0	0%

<b>Completion Year Before Revision:</b>		Unspecified					
<b>Completion Year After Revision:</b>		Unspecified					
<b>Project Work Types Before Revision:</b>		SAFETY - LIGHTING					
<b>Project Work Types After Revision:</b>		SAFETY - LIGHTING					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		STP-L	ENGINEERING-II	10	45	32	
		STP-L	CONSTRUCTION	10	835	585	
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		STP-L	CONSTRUCTION	10	835	585	
		STP-L	ENGINEERING-II	10	46	32	
<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
06-06-0002	CMAP	Change	\$964	\$964	\$ 0	0%	
COMMUTER AND BICYCLE BRIDGE FROM US 45 LAGRANGE RD (COOK/Orland Park) TO IL 7 SOUTHWEST HWY (COOK/Orland Park) COMMUTER AND BICYCLE BRIDGE OVER LAGRA							
<b>Completion Year Before Revision:</b>		Unspecified					
<b>Completion Year After Revision:</b>		Unspecified					
<b>Project Work Types Before Revision:</b>		BICYCLE FACILITY					
<b>Project Work Types After Revision:</b>		BICYCLE FACILITY					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		CMAQ	CONSTRUCTION	10	797	300	
		CMAQ	CONSTRUCTION	11	797	664	
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		CMAQ	CONSTRUCTION	10	580	300	
		CMAQ	CONSTRUCTION	11	830	664	
<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
06-06-0026	Southwest Council of Mayors	Change	\$301	\$354	\$ 53	17.61%	
SOUTHWEST HIGHWAY FROM 103RD ST / VIRGINIA AVE (COOK) TO RIDGELAND AVE (COOK)							
<b>Completion Year Before Revision:</b>		Unspecified					
<b>Completion Year After Revision:</b>		Unspecified					
<b>Project Work Types Before Revision:</b>		SAFETY - LIGHTING PEDESTRIAN FACILITY SIGNALS - MODERNIZATION					
<b>Project Work Types After Revision:</b>		SAFETY - LIGHTING PEDESTRIAN FACILITY SIGNALS - MODERNIZATION					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		STP-L	CONSTRUCTION	10	430	301	
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		STP-L	CONSTRUCTION	10	506	354	
<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
06-06-0053	IDOT Division of Public & Intermodal Transportation	Change	\$0	\$18500	\$ 18500		
71ST ST FROM IHB RR (COOK) BETWEEN 78TH AND OKETO AV							
<b>Completion Year Before Revision:</b>		2020					
<b>Completion Year After Revision:</b>		2020					
<b>Project Work Types Before Revision:</b>		BRIDGE/STRUCTURE - NEW					
<b>Project Work Types After Revision:</b>		Highway/Road - Railroad Grade Separation					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		TBD	IMPLEMENTATION	10	26400	20300	GS-14
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		Tiger	IMPLEMENTATION	10	26400	18500	GS-14
<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
06-08-0007	IDOT District 1 Division of Highways	Change	\$640	\$0	\$ -640	-100%	
WESTERN AVE FROM 119TH ST (COOK) TO 127TH ST (COOK)							
<b>Completion Year Before Revision:</b>		Unspecified					
<b>Completion Year After Revision:</b>		Unspecified					
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		NHS	CONSTRUCTION	09	800	640	1-77337-0000
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILL	CONSTRUCTION	10	1260		1-77337-0000
<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	



06-08-0025	Southwest Council of Mayors		Change	\$2206	\$2206	\$ 0	0%	
83RD ST FROM HARLEM AVENUE (COOK) TO CICERO AVE (COOK)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HPP	CONSTRUCTION	10	2758	2206	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HPP	CONSTRUCTION	10	3100	2206	

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
06-09-0003	IDOT District 1 Division of Highways		Change	\$837	\$1156	\$ 319	38.11%	
IL 171 ARCHER AVENUE FROM IL 83 (COOK) TO 104TH AVE/WILLOW SPRINGS RD (COOK)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			SAFETY - GUARDRAILS SAFETY - PAVEMENT MARKING SAFETY - BEACONS					
Project Work Types After Revision:			SAFETY - GUARDRAILS SAFETY - PAVEMENT MARKING SAFETY - BEACONS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HSIP	CONSTRUCTION	10	930	837	1781050000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HSIP	CONSTRUCTION	10	1285	1156	1-78105-0000

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
06-09-0007	CMAQ	Change	\$107	\$107	\$ 0	0%		
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			PEDESTRIAN FACILITY					
Project Work Types After Revision:			PEDESTRIAN FACILITY					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	CMAQ A	120	96	INCLUDES E3
			CMAQ	ENGINEERING-II	CMAQ A	14	11	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-II	10	14	11	
			CMAQ	CONSTRUCTION	11	120	96	INCLUDES E3

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
06-09-0026	Southwest Council of Mayors		Change	\$518	\$393	\$ -125	-24.13%	
135th Street FROM Central (COOK) TO East Circle Drive (COOK) scope change 5 5 09 limit change 1/7/10								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-L	CONSTRUCTION	10	418	293	
			LRA	CONSTRUCTION	10	225	225	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			LRA	CONSTRUCTION	10	225	225	
			STP-L	CONSTRUCTION	10	240	168	

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
06-09-0050	IDOT District 1 Division of Highways		Change	\$2200	\$0	\$ -2200	-100%	
IL 43 HARLEM AVE FROM 79TH ST (COOK/Bridgeview) TO IL 7 SOUTHWEST HWY (COOK/Worth)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			NHS	CONSTRUCTION	10	2750	2200	1773570000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	3170		1-77357-0000

Project:			Action	Pre-Revision Federal Funds	Post-Revision Federal Funds	Change in Federal Funds	Percentage Change
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06-09-0051	IDOT District 1 Division of Highways	Change	(000) \$1060	(000) \$0	(000) \$ -1060	-100%
CHICAGO-JOLIET RD/MAIN ST FROM ILLINOIS ST (COOK/Lemont) TO IL 83 ILL 83 (COOK/Lemont)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-U	CONSTRUCTION	10	1325	1060	1767360000
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	10	1145		1-76736-0000
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
06-09-0054	IDOT District 1 Division of Highways	Change	\$640	\$0	\$ -640	-100%
CRAWFORD AVE FROM US 12 US 20 95TH ST (COOK) TO 103RD ST (COOK)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-U	CONSTRUCTION	09	800	640	1752760000
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	10	625		1-75276-0000
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
06-09-0055	IDOT District 1 Division of Highways	Change	\$292	\$365	\$ 73	25%
IL 7 WOLF RD FROM IL 7 143RD ST (COOK/Orland Park) TO 151ST ST (COOK/Orland Park)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-U	CONSTRUCTION	10	365	292	1767290000
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ARRA2	CONSTRUCTION	10	365	365	1-76729-0000
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
06-10-0005	IDOT District 1 Division of Highways	Change	\$0	\$3350	\$ 3350	
US 12 LAGRANGE RD FROM AT CN RR & CANALS (0.9 MI S OF I-55) (COOK/Willow Springs)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	10	3350		1783560000
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ARRA2	CONSTRUCTION	10	3350	3350	1-78356-0000
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-04-0003	CMAQ Change	\$77	\$77	\$ 0	0%	
WESTERN AVE BIKE TRAIL ADDITION FROM (COOK)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b> BICYCLE FACILITY						
<b>Project Work Types After Revision:</b> BICYCLE FACILITY						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	IMPLEMENTATION	09	96	77	ENG-1/ENG-2/CONST
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	IMPLEMENTATION	10	96	77	ENG-1/ENG-2/CONST
<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-06-0029	IDOT District 1 Division of Highways	Change	\$14450	\$14450	\$ 0	0%
I- 57 I-57 FROM 175TH ST (.1 MI N) (COOK) TO WILL COUNTY LINE (COOK)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						

Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	14450	14450	1-77321-0000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	14450	14450	1-77321-0000/AWARDED

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-06-0030 IDOT District 1 Division of Highways			Change	\$0	\$0	\$ 0		
GOVERNORS HWY FROM 175TH ST (COOK) TO CRAWFORD AVE (COOK)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	11	2950	0	1767230000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	2550	0	1-76723-0000

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-06-0031 IDOT District 1 Division of Highways			Change	\$4020	\$1120	\$ -2900	-72.14%	
IL 50 GOVERNORS HWY FROM LINCOLN HWY (COOK) TO INDUSTRIAL DR (NORTH OF) (COOK) GOVERNOR'S HWY BECOMES IL 50 @ CICERO AVE (UNIVERSITY PK). THIS BEGINS								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-U	CONSTRUCTION	11	3625	2900	1765720000 (INCL STATE MATCH)
			NHS	CONSTRUCTION	09	1400	1120	1771290300 (INCL STATE MATCH)
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	2500		1-76572-0000
			NHS	CONSTRUCTION	09	1400	1120	1-77129-0300 / AWARDED

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-06-0032 IDOT District 1 Division of Highways			Change	\$0	\$460	\$ 460		
LINCOLN AVE FROM 138TH ST (COOK) TO COTTAGE GROVE RD (COOK)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	11	350	0	1773450000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	460	460	1-77345-0000

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-06-0057 CMAP			Change	\$49	\$49	\$ 0	0%	
GOVERNORS HWY FROM POPLAR AVE (COOK)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Project Work Types After Revision:			HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	09	61	49	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	10	61	49	

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-08-0001 CMAP			Change	\$155	\$155	\$ 0	0%	
KEDZIE AVE FROM 167TH ST (COOK) TO 172ND ST (COOK)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			BICYCLE FACILITY					
Project Work Types After Revision:			BICYCLE FACILITY					
Financial Data Before			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment

Revision		CMAQ	ENGINEERING-II	10	10	8	
		CMAQ	CONSTRUCTION	10	166	133	
		CMAQ	ENGINEERING-I	09	18	14	awarded
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	ENGINEERING-I	09	18	14	awarded
		CMAQ	ENGINEERING-II	10	10	8	
		CMAQ	CONSTRUCTION	10	166	133	
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
07-08-0002	CMAQ Change	\$452	\$452	\$ 0		0%	
NEW COMMUTER PARKING LOT FROM 171ST ST (COOK) TO PARK AVE (COOK)							
Completion Year Before Revision:		2010					
Completion Year After Revision:		2011					
Project Work Types Before Revision:		PARKING - EXPAND NUMBER OF SPACES					
Project Work Types After Revision:		PARKING - EXPAND NUMBER OF SPACES					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	ENGINEERING-II	09	30	24	
		CMAQ	ROW ACQUISITION	09	110	88	
		CMAQ	ENGINEERING-I	09	25	20	
		CMAQ	CONSTRUCTION	09	400	320	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	ENGINEERING-II	10	30	24	
		CMAQ	ROW ACQUISITION	10	110	88	
		CMAQ	ENGINEERING-I	09	25	20	awarded
		CMAQ	CONSTRUCTION	11	400	320	
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
07-08-0039	IDOT District 1 Division of Highways KEDZIE AVE FROM CAL-SAG CHANNEL (COOK)	Change	\$1455	\$1455	\$ 0		0%
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	1455	1455	1-77804-0000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	1455	1455	1-77804-0000/AWARDED
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
07-08-0046	IDOT District 1 Division of Highways I- 80 I-80 FROM 80TH AVENUE (0.6 MILES E OF) (WILL) TO I- 294 TRI-STATE TOLLWAY (COOK)	Change	\$16320	\$16320	\$ 0		0%
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	16320	16320	1773220000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	16320	16320	1773220000/AWARDED
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
07-09-0066	IDOT District 1 Division of Highways ASHLAND AVE/WOOD ST FROM 123RD ST (COOK/Blue Island) TO IL 83 SIBLEY BLVD (COOK/Riverdale)	Change	\$1935	\$0	\$ -1935		-100%
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	10	1935	1935	1-77130-0500
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	1935		1-77130-0500
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
07-09-0067	IDOT District 1 Division of Highways DIXIE HWY FROM US 6 159TH ST (COOK/East Hazel Crest) TO GOVERNORS HWY (COOK/Markham)	Change	\$1320	\$0	\$ -1320		-100%

<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		STP-U	CONSTRUCTION	10	1650	1320	1779780000
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILL	CONSTRUCTION	10	1200		1-77978-0000

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-09-0069 IDOT District 1 Division of Highways		Change	\$240	\$0	\$ -240	-100%	
DOLTON AVE FROM 142ND ST (COOK/Calumet City) TO I- 94 BISHOP FORD EXPY (COOK/Dolton)							
<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		STP-U	CONSTRUCTION	09	300	240	1767240000
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILL	CONSTRUCTION	10	300		1-76724-0000

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-10-0005 IDOT District 1 Division of Highways		Change	\$0	\$400	\$ 400		
WOOD ST FROM DIXIE HWY (COOK/East Hazel Crest) TO I-80 (COOK/East Hazel Crest)							
<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILL	CONSTRUCTION	10	400		1781260000
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ARRA2	CONSTRUCTION	10	400	400	1-78126-0000

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-10-0006 IDOT District 1 Division of Highways		Change	\$0	\$400	\$ 400		
VOLLMER RD FROM IL 1 HALSTED ST (COOK/Chicago Heights) TO HOLBROOK RD (COOK/Glenwood)							
<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILL	CONSTRUCTION	10	400		1781230000
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ARRA2	CONSTRUCTION	10	400	400	1-78123-0000

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>	
07-10-0007 IDOT District 1 Division of Highways		Change	\$0	\$450	\$ 450		
THORNTON-LANSING RD FROM AT THORN CREEK ( 1.5 MI W OF ILL 394) (COOK/Thornton)							
<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
<b>Project Work Types After Revision:</b>		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILL	CONSTRUCTION	10	450		1783410000
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ARRA2	CONSTRUCTION	10	450	450	1-78341-0000

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>
07-10-0008 IDOT District 1 Division of Highways		Change	\$0	\$825	\$ 825	
MICHIGAN CITY FROM COTTAGE GROVE (COOK/Calumet City) TO 154TH ST (COOK/Dolton)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				

Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	825		1700500000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	825	825	1-70050-0000

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-10-0009	IDOT District 1 Division of Highways	Change	\$0	\$190	\$ 190		
JOE ORR RD FROM AT THORN CREEK (0.5 MI E OF ILL 1) (COOK/Chicago Heights)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	190		1783510000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	190	190	1-78351-0000

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-10-0010	IDOT District 1 Division of Highways	Change	\$0	\$240	\$ 240		
US 6 US 6 / 159TH ST FROM AT CAL UNION DITCH (0.9 MI E OF ILL 1) (COOK/South Holland)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	240		1783460000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	240	240	1-78346-0000

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-10-0011	IDOT District 1 Division of Highways	Change	\$0	\$240	\$ 240		
US 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (1.7 MI W OF I-57) (COOK/Matteson)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	240		1783440000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	240	240	1-78344-0000

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-10-0012	IDOT District 1 Division of Highways	Change	\$0	\$490	\$ 490		
I- 57 I-57 FROM AT FLOSSMOOR RD (COOK/Country Club Hills)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	490		1783450000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	490	490	1-78345-0000

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-10-0028	IDOT District 1 Division of Highways	Change	\$960	\$1200	\$ 240	25%	
TORRENCE AVE FROM 138TH ST (COOK/Burnham) TO IL 83 SIBLEY BLVD (COOK/Calumet City)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		NHS	CONSTRUCTION	10	1200	960	1700540000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	1200	1200	1-70054-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-03-0105 DuPage Council of Mayors RIFORD RD FROM ST CHARLES RD (DUPAGE) TO CRESCENT BLVD (DUPAGE)	Change	\$1606	\$1606	\$ 0	0%	
Completion Year Before Revision: 2010 Completion Year After Revision: 2010 Project Work Types Before Revision:	HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Project Work Types After Revision:	HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	3062	1606	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	3062	1606	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-06-0050 DuPage County Division of Transportation MADISON ST. (SOUTHERN DUPAGE COUNTY REGIONAL TRAIL) FROM HIGH GROVE BLVD. (DUPAGE) TO 55TH STREET (DUPAGE) DUPAGE COUNTY HWY 8; 1/4 MILE SOUTH OF PLA	Change	\$80	\$80	\$ 0	0%	
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision:	BICYCLE FACILITY					
Project Work Types After Revision:	BICYCLE FACILITY					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HPP	IMPLEMENTATION	09	4200	80	HPP 1756
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HPP	IMPLEMENTATION	09	4200	80	HPP 1756

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-06-0061 IDOT District 1 Division of Highways US 34 OGDEN AVE FROM IL 53 LINCOLN AVE (.5 MI S I-88) (DUPAGE)	Change	\$1572	\$0	\$ -1572	-100%	
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision:	BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:	BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	BRR	CONSTRUCTION	10	1965	1572	1-75694-0100
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	1965		1-75694-0100

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0014 IDOT District 1 Division of Highways Various Routes in DuPage County AT	Change	\$2000	\$2000	\$ 0	0%	
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision:	HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Project Work Types After Revision:	HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HRA	CONSTRUCTION	09	2000	2000	1779531300
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HRA	CONSTRUCTION	09	2000	2000	1779531300
	ILL	CONSTRUCTION	10	2000		1-77953-2300

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0037 DuPage Council of Mayors FAU 1397 St. Charles Rd. FROM IL 53 IL 53 (DUPAGE) TO FAU 2619 Grace St. (DUPAGE)	Change	\$1015	\$1134	\$ 119	11.72%	
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	11	1269	1015	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	1553	1087	
	LRA	CONSTRUCTION	10	47	47	

08-09-0066	IDOT District 1 Division of Highways	Change	(000) \$1526	(000) \$1526	(000) \$ 0	0%
US 34 OGDEN AVE FROM BEAUMONT DR (DUPAGE/Naperville) TO RAYMOND DR (DUPAGE/Naperville)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HRA	CONSTRUCTION	09	1526	1526	1-77544-0000
Financial Data After Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HRA	CONSTRUCTION	09	1526	1526	1-77544-0000/AWARDED

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0067	IDOT District 1 Division of Highways	Change	\$6300	\$6300	\$ 0	0%
IL 59 ILL 59 FROM IL 64 ILL 64 (DUPAGE/Warrenville) TO BATAVIA RD (DUPAGE/West Chicago)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HRA	CONSTRUCTION	09	6300	6300	1-76817-0000
Financial Data After Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HRA	CONSTRUCTION	09	6300	6300	1-76817-0000/AWARDED

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0081	IDOT District 1 Division of Highways	Change	\$2760	\$5330	\$ 2570	93.12%
IL 83 KINGERY HWY FROM 1)ILL 64 (NORTH AVE) TO WASHINGTON ST 2)WASHINGTON ST TO ILL 56 (DUPAGE/Oak Brook) TO 2)ILL 56 (BUTTERFIELD RD) TO 0.5 MI S OF						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	12	1600	1280	1765550000
	ILL	CONSTRUCTION	11	2200		1782200000
	NHS	CONSTRUCTION	12	1850	1480	1779630000
Financial Data After Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	1850	1850	1-77963-0000
	NHS	CONSTRUCTION	12	1600	1280	1-76555-0000
	ARRA2	CONSTRUCTION	10	2200	2200	1-78220-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-10-0013	IDOT District 1 Division of Highways	Change	\$0	\$1540	\$ 1540	
IL 38 ROOSEVELT RD FROM AT YORK RD (1.5 MI E OF ILL 83) (DUPAGE)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
Financial Data Before Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	1540		1783600000
Financial Data After Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	1540	1540	1-78360-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-10-0014	IDOT District 1 Division of Highways	Change	\$0	\$240	\$ 240	
US 34 OGDEN AVE FROM AT E BR DUPAGE RIVER (0.2 MI W OF ILL 53) (DUPAGE/Lisle)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
Financial Data Before Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	240		1783650000
Financial Data After Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	240	240	1-78365-0000



09-00-0018	Kane/Kendall Council of Mayors	Change	\$1903	\$2024	\$ 121	6.36%	
VAN BUREN ST FROM BARRINGTON AVE (KANE) TO FOX RIVER DR (KANE)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - RECONSTRUCT IN KIND					
Project Work Types After Revision:		HIGHWAY/ROAD - RECONSTRUCT IN KIND					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	11	2490	1903	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	2698	2024	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-00-0018	Kane/Kendall Council of Mayors	Change	\$1903	\$2024	\$ 121	6.36%	
VAN BUREN ST FROM BARRINGTON AVE (KANE) TO FOX RIVER DR (KANE)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - RECONSTRUCT IN KIND					
Project Work Types After Revision:		HIGHWAY/ROAD - RECONSTRUCT IN KIND					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	11	2490	1903	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	2698	2024	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-00-0021	Kane/Kendall Council of Mayors	Change	\$1433	\$1434	\$ 1	0.07%	
FAU 2525 DUNDEE AVE FROM FAU 1320 SUMMIT ST (KANE) ROUNDABOUT LOCATED AT THE INTERSECTION OF DUNDEE AVE AND SUMMIT ST							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		SIGNALS - MODERNIZATION					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		SIGNALS - MODERNIZATION					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	848	593	E3 INCLUDED
		CMAQ	CONSTRUCTION	10	1050	840	FROM 09-03-0006
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	10	1050	840	FROM 09-03-0006
		STP-L	CONSTRUCTION	11	848	594	E3 INCLUDED

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-00-0021	Kane/Kendall Council of Mayors	Change	\$1433	\$1434	\$ 1	0.07%	
FAU 2525 DUNDEE AVE FROM FAU 1320 SUMMIT ST (KANE) ROUNDABOUT LOCATED AT THE INTERSECTION OF DUNDEE AVE AND SUMMIT ST							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		SIGNALS - MODERNIZATION					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		SIGNALS - MODERNIZATION					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	848	593	E3 INCLUDED
		CMAQ	CONSTRUCTION	10	1050	840	FROM 09-03-0006
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	10	1050	840	FROM 09-03-0006
		STP-L	CONSTRUCTION	11	848	594	E3 INCLUDED

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-00-0028	Kane/Kendall Council of Mayors	Change	\$2519	\$2519	\$ 0	0%
FAU 1550 GAME FARM RD/SOMONAUK ST FROM US 34 (KENDALL/Yorkville) IL 47 (KENDALL/Yorkville)						
Completion Year Before Revision: 2010						
Completion Year After Revision: 2011						
Project Work Types Before Revision:		PEDESTRIAN FACILITY				
		HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES				
		HIGHWAY/ROAD - RECONSTRUCT IN KIND				
Project Work Types After Revision:		PEDESTRIAN FACILITY				
		HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES				
		HIGHWAY/ROAD - RECONSTRUCT IN KIND				



Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	12	4730	2344	
	STP-L	ROW ACQUISITION	10	350	175	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ROW ACQUISITION	10	350	175	
	STP-L	CONSTRUCTION	11	4730	2344	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-00-0028 Kane/Kendall Council of Mayors	Change	\$2519	\$2519	\$ 0	0%
FAU 1550 GAME FARM RD/SOMONAUK ST FROM US 34 (KENDALL/Yorkville) IL 47 (KENDALL/Yorkville)					
Completion Year Before Revision: 2010					
Completion Year After Revision: 2011					
Project Work Types Before Revision:	PEDESTRIAN FACILITY HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - RECONSTRUCT IN KIND				
Project Work Types After Revision:	PEDESTRIAN FACILITY HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - RECONSTRUCT IN KIND				

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Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	12	4730	2344	
	STP-L	ROW ACQUISITION	10	350	175	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ROW ACQUISITION	10	350	175	
	STP-L	CONSTRUCTION	11	4730	2344	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-03-0003 Metra	Change	\$903	\$903	\$ 0	0%
GENEVA STATION PARKING ON UPR FROM BATAVIA AVENUE (KANE) TO THIRD STREET (KANE)					
Completion Year Before Revision: 2012					
Completion Year After Revision: 2012					
Project Work Types Before Revision:	PARKING - NEW LOT OR GARAGE				
Project Work Types After Revision:	PARKING - NEW LOT OR GARAGE				

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Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	5309C	IMPLEMENTATION	09	903	903	3864,P-550
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	5309C	IMPLEMENTATION	09	903	903	3864,P-550
	ILLT	IMPLEMENTATION	10	3500	0	3864

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-06-0019 Kane/Kendall Council of Mayors	Change	\$1659	\$1659	\$ 0	0%
GOLFVIEW LANE FROM IL 25 (KANE) IL 68 (KANE)					
Completion Year Before Revision: 2010					
Completion Year After Revision: 2011					
Project Work Types Before Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - INTERSECTION IMPROVEMENT				
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - INTERSECTION IMPROVEMENT				

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Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	11	3696	1659	
	MFT-ALL	ENGINEERING-I	09	152	0	AWARDED
	GEN-OP	ENGINEERING-II	10	182	0	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ENGINEERING-II	10	182	0	
	STP-L	CONSTRUCTION	10	3696	1659	
	MFT-ALL	ENGINEERING-I	09	152	0	AWARDED

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-06-0020 Kane/Kendall Council of Mayors	Change	\$250	\$250	\$ 0	0%
MAIN STREET FROM RANDALL RD (KANE) TO IL 31 BATAVIA AVE (KANE)					
Completion Year Before Revision: 2010					
Completion Year After Revision: 2013					
Project Work Types Before Revision:	PEDESTRIAN FACILITY SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE				
Project Work Types After Revision:	PEDESTRIAN FACILITY SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE				

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Financial Data Before	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
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Revision							
		STP-L	CONSTRUCTION	MYB	6747	2250	
		STP-L	ROW ACQUISITION	11	509	250	
		GEN-OP	ENGINEERING-II	11	490	0	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		GEN-OP	ENGINEERING-II	11	490	0	
		STP-L	CONSTRUCTION	MYB	6747	2250	
		STP-L	ROW ACQUISITION	11	509	250	
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-06-0025 Kane/Kendall Council of Mayors		Change	\$1659	\$1659	\$ 0	0%	
KEYES FROM STATE ST (KANE) TO INDUSTRIAL DRIVE (KANE) FROM STATE ST WEST 2750 FT							
Completion Year Before Revision: 2010							
Completion Year After Revision: 2012							
Project Work Types Before Revision:		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HPP	ENGINEERING-II	10	226	181	
		HPP	CONSTRUCTION	12	2605	1438	
		HPP	ROW ACQUISITION	10	50	40	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HPP	ROW ACQUISITION	10	50	40	
		HPP	ENGINEERING-II	10	226	181	
		HPP	CONSTRUCTION	10	2605	1438	
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-06-0048 IDOT District 1 Division of Highways		Change	\$0	\$275	\$ 275		
FOOTHILL RD FROM RANDALL RD (KANE) TO AIRLITE ST (KANE)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	200	0	176523000
		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	275	275	1-76523-0000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-07-0022 Kane County Division of Transportation		Change	\$1016	\$784	\$ -232	-22.83%	
CH 7 DAMISCH RD FROM OVER TYLER CREEK (KANE)							
Completion Year Before Revision: 2009							
Completion Year After Revision: 2009							
Project Work Types Before Revision:		BRIDGE/STRUCTURE - REPLACE					
Project Work Types After Revision:		BRIDGE/STRUCTURE - REPLACE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		BRR	ENGINEERING-I	09	120	96	AWARDED
		BRR	ENGINEERING-II	10	60	48	
		BRR	ROW ACQUISITION	10	100	80	
		BRR	ENGINEERING	12	90	72	E3
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		BRR	CONSTRUCTION	10	610	488	Construction
		BRR	ENGINEERING-I	09	120	96	AWARDED
		BRR	ENGINEERING-II	10	60	48	
		BRR	ROW ACQUISITION	10	100	80	
	BRR	ENGINEERING	10	90	72	E3	
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-08-0004 CMAP		Change	\$1204	\$1384	\$ 180	14.95%	
MOOSEHEART RD FROM LINCOLN WAY (KANE)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	13	1505	1204	

Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	13	1505	1204	
			STP-L	CONSTRUCTION	12	3372	180	
Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
09-09-0010	CMAQ	Change	\$642	\$576	\$ -66		-10.28%	
HUNTLEY RD FROM GALLIGAN RD (KANE)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Project Work Types After Revision:			HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-II	12	120	96	
			CMAQ	ROW ACQUISITION	12	500	400	
			CMAQ	CONSTRUCTION	MYB	1326	947	
			STP-L	CONSTRUCTION	12	1326	66	
			CMAQ	ENGINEERING-I	10	100	80	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-I	10	100	80	
			CMAQ	ENGINEERING-II	12	120	96	
			CMAQ	ROW ACQUISITION	12	500	400	
			CMAQ	CONSTRUCTION	MYB	1326	947	
			STP-L	CONSTRUCTION	MYB	1326	66	
Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
09-09-0025	IDOT District 1 Division of Highways	Change	\$2000	\$2000	\$ 0		0%	
Various Routes in Will County AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Project Work Types After Revision:			HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	2000	2000	1-77953-1500
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	2000	2000	1-77953-1500
			ILL	CONSTRUCTION	10	2000		1-77953-2500
Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
09-09-0046	Kane/Kendall Council of Mayors	Change	\$0	\$640	\$ 640			
FAU 1302 BIG TIMBER ROAD FROM FAU 2509 MCLEAN BLVD (KANE/Elgin) TO IL 31 FAU 3887 STATE STREET (KANE/Elgin)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			LRA	CONSTRUCTION	MYB	1265	949	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			LRA	CONSTRUCTION	10	276	276	
			STP-L	CONSTRUCTION	10	454	364	INCLUDES E3
Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
09-09-0046	Kane/Kendall Council of Mayors	Change	\$0	\$640	\$ 640			
FAU 1302 BIG TIMBER ROAD FROM FAU 2509 MCLEAN BLVD (KANE/Elgin) TO IL 31 FAU 3887 STATE STREET (KANE/Elgin)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			LRA	CONSTRUCTION	MYB	1265	949	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			LRA	CONSTRUCTION	10	276	276	
			STP-L	CONSTRUCTION	10	454	364	INCLUDES E3
Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
09-09-0051	Kane/Kendall Council of Mayors	Change	\$0	\$294	\$ 294			
FAU 1678 ANDERSON BLVD FROM GRAY STREET (KANE/Geneva) TO IL 38 STATE STREET (KANE/Geneva)								

<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		LRA	CONSTRUCTION	MYB	690	518	
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		LRA	CONSTRUCTION	10	450	294	

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>			
09-09-0055	Kane/Kendall Council of Mayors	Change	\$0	\$170	\$ 170				
FAU 2321 DIETRICH ROAD FROM US 20 (KANE/Hampshire) TO VILLAGE LIMITS (KANE/Hampshire)									
<b>Completion Year Before Revision:</b> Unspecified									
<b>Completion Year After Revision:</b> Unspecified									
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>		
		LRA	CONSTRUCTION	MYB	140	105			
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>		
		LRA	CONSTRUCTION	10	170	170			

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>			
09-09-0056	Kane/Kendall Council of Mayors	Change	\$0	\$225	\$ 225				
FAU 3794 LAKEWOOD CREEK DR FROM US 30 (KENDALL/Montgomery) TO FAU 3789 CONCORD DRIVE (KENDALL/Montgomery)									
<b>Completion Year Before Revision:</b> Unspecified									
<b>Completion Year After Revision:</b> Unspecified									
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>		
		LRA	CONSTRUCTION	MYB	725	544			
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>		
		LRA	CONSTRUCTION	10	299	225			

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>			
09-09-0056	Kane/Kendall Council of Mayors	Change	\$0	\$225	\$ 225				
FAU 3794 LAKEWOOD CREEK DR FROM US 30 (KENDALL/Montgomery) TO FAU 3789 CONCORD DRIVE (KENDALL/Montgomery)									
<b>Completion Year Before Revision:</b> Unspecified									
<b>Completion Year After Revision:</b> Unspecified									
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>		
		LRA	CONSTRUCTION	MYB	725	544			
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>		
		LRA	CONSTRUCTION	10	299	225			

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>			
09-09-0059	IDOT District 1 Division of Highways	Change	\$2645	\$0	\$ -2645	-100%			
IL 64 ILL 64 FROM IL 47 ILL 47 (KANE/Lily Lake) TO CAMPTON HILLS RD (KANE/St. Charles)									
<b>Completion Year Before Revision:</b> Unspecified									
<b>Completion Year After Revision:</b> Unspecified									
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>		
		HRA	CONSTRUCTION	10	2645	2645	1-77056-0000		
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>		
		ILL	CONSTRUCTION	10	2400		1-77056-0000		

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>			
09-09-0061	IDOT District 1 Division of Highways	Change	\$240	\$300	\$ 60	25%			
US 30 US 30 FROM KENDALL COUNTY LINE (KANE) TO 0.3 MI W OF ALBRIGHT RD (KANE)									
<b>Completion Year Before Revision:</b> Unspecified									
<b>Completion Year After Revision:</b> Unspecified									
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>		

Financial Data After Revision	NHS	CONSTRUCTION	10	300	240	1765220000
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	300	300	1-76522-0000
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
09-09-0063 IDOT District 1 Division of Highways	Change	\$340	\$390		\$ 50	14.71%
IL 31 IL 56 ILL 31/ILL 56 FROM I- 88 EAST-WEST TOLLWAY (S/O) (KANE/North Aurora) TO NEW YORK ST (KANE/North Aurora)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	11	425	340	1777920000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	390	390	1-77792-0000
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
09-09-0086 IDOT District 1 Division of Highways	Change	\$720	\$900		\$ 180	25%
IL 72 ILL 72 FROM DEKALB COUNTY LINE (KANE/Hampshire) TO FRENCH RD (KANE/Hampshire)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	12	900	720	1777860000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	900	900	1-77786-0000
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
09-09-0088 IDOT District 1 Division of Highways	Change	\$1000	\$1250		\$ 250	25%
IL 56 BUTTERFIELD RD FROM KANE COUNTY LINE (KANE/Aurora) TO IL 59 JOLIET RD (DUPAGE/Warrenville)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	11	1250	1000	1777910000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	1250	1250	1-77791-0000
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
09-10-0010 IDOT District 1 Division of Highways	Change	\$0	\$200		\$ 200	
IL 25 ILL 25 FROM AT POPLAR CREEK (0.4 MI S OF US 20) (KANE/Elgin)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	200		1783660000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	200	200	1-78366-0000
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
09-10-0012 IDOT District 1 Division of Highways	Change	\$0	\$600		\$ 600	
GALENA BLVD FROM IL 47 ILL 47 (KANE/Sugar Grove) TO IL 56 ILL 56 (KANE/Sugar Grove)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	600		1782180000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	600	600	1-78218-0000

Pre-Revision

Post-Revision

Change in

Project:		Action	Federal Funds (000)		Federal Funds (000)		Federal Funds (000)	Percentage Change
09-10-0018 IDOT District 3 Division of Highways		Change	\$0		\$0		\$ 0	
IL 71 IL 71 FROM IL 126 Schoolhouse Road (KENDALL/Yorkville) TO FAU 2506 Washington Street (KENDALL/Oswego)								
Completion Year Before Revision: 2010								
Completion Year After Revision: 2010								
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION		10	1080		Construction Now
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION		10	1080		Construction Now

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change			
09-94-0068	CMAP	Change	\$1337	\$1337	\$ 0	0%		
BIKE FAC-KANE CO FPD-FOX RIVER TRL FROM GILMAN TRAIL (KANE/Aurora) TO NEW YORK ST (KANE/Aurora)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			BICYCLE FACILITY PEDESTRIAN FACILITY					
Project Work Types After Revision:			BICYCLE FACILITY PEDESTRIAN FACILITY					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-E	CONSTRUCTION	09	531	425	
			STP-E	ENGINEERING-II	09	51	41	
			TCSP	CONSTRUCTION	10	294	271	
			CMAQ	CONSTRUCTION	CMAQ A	750	600	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	CMAQ A	750	600	
			STP-E	CONSTRUCTION	11	531	425	
			STP-E	ENGINEERING-II	11	51	41	
			TCSP	CONSTRUCTION	11	294	271	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
09-94-0087	Kane/Kendall Council of Mayors	Change	\$5881	\$5881	\$ 0	0%	
NEW YORK STREET FROM KAUTZ RD (DUPAGE) TO ASBURY DR (DUPAGE) EAST NEW YORK AVE FROM FARNSWORTH AVE TO EAST KANE COUNTY LINE							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	12	6500	2881	
		HPP	ENGINEERING-II	09	391	313	AWARDED
		HPP	CONSTRUCTION	10	3750	2687	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HPP	CONSTRUCTION	11	3750	2687	
		STP-L	CONSTRUCTION	13	6500	2881	
		HPP	ENGINEERING-II	09	391	313	AWARDED

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
09-95-0014 Kane/Kendall Council of Mayors	Change	\$4339	\$225	\$ -4114	-94.81%		
FAU 4006 MAPLE AVE FROM FAU 4006 BESINGER AVE (KANE/Carpentersville) TO FAU 4005 WASHINGTON ST (KANE/Carpentersville)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		PEDESTRIAN FACILITY HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		PEDESTRIAN FACILITY HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	ROW ACQUISITION	10	140	70	
		STP-L	ENGINEERING-II	10	310	155	
		STP-L	CONSTRUCTION	10	5640	4114	E3 INCLUDED
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	MYB	5640	4114	E3 INCLUDED
		STP-L	ROW ACQUISITION	10	140	70	
		STP-L	ENGINEERING-II	10	310	155	

Project:	Action	Pre-Revision Federal Funds	Post-Revision Federal Funds	Change in Federal Funds	Percentage Change
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09-95-0014	Kane/Kendall Council of Mayors	Change	(000) \$4339	(000) \$225	(000) \$ -4114	-94.81%
FAU 4006 MAPLE AVE FROM FAU 4006 BESINGER AVE (KANE/Carpentersville) TO FAU 4005 WASHINGTON ST (KANE/Carpentersville)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b> PEDESTRIAN FACILITY HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Project Work Types After Revision:</b> PEDESTRIAN FACILITY HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	ROW ACQUISITION	10	140	70	
	STP-L	ENGINEERING-II	10	310	155	
	STP-L	CONSTRUCTION	10	5640	4114	E3 INCLUDED
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	CONSTRUCTION	MYB	5640	4114	E3 INCLUDED
	STP-L	ROW ACQUISITION	10	140	70	
	STP-L	ENGINEERING-II	10	310	155	

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>
10-04-0006	IDOT District 1 Division of Highways	Change	\$240	\$0	\$ -240	-100%
IL 83 ILL 83 FROM IL 60 83 (LAKE) US 45 (LAKE)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	NHS	CONSTRUCTION	10	300	240	1-77144-0000
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	10	300		1-77144-0000

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>
10-06-0024	IDOT District 1 Division of Highways	Change	\$1460	\$1460	\$ 0	0%
IL 59 ILL 59 FROM IL 22 (LAKE) TO LAKE-COOK RD (LAKE)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	HRA	CONSTRUCTION	09	1460	1460	1-77029-0005
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	HRA	CONSTRUCTION	09	1460	1460	1-77029-0005/AWARDED

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>
10-06-0036	IDOT District 1 Division of Highways	Change	\$0	\$735	\$ 735	
IL 137 ANTIOCH RD/BUCKLEY RD FROM US 45 (LAKE) TO E OF BUTTERFIELD (LAKE)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	11	735	0	1772220300
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ARRA2	CONSTRUCTION	10	735	735	1-77222-0300

<b>Project:</b>		<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>
10-06-0055	IDOT Office of Planning & Programming	Change	\$1147	\$2238	\$ 1091	95.12%
DEERFIELD RD FROM CHESTNUT ST (LAKE) TO PARK AVE (LAKE)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> Unspecified						
<b>Project Work Types Before Revision:</b> PEDESTRIAN FACILITY BICYCLE FACILITY						
<b>Project Work Types After Revision:</b> PEDESTRIAN FACILITY BICYCLE FACILITY						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-E	ENGINEERING-II	09	65	52	AS AWARDED 102022
	CMAQ	IMPLEMENTATION	09	105	84	ENG1/ENG2
	CMAQ	CONSTRUCTION	09	869	696	
	STP-E	IMPLEMENTATION	10	394	315	102022



Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-E	IMPLEMENTATION	10	394	315	102022
		STP-E	ENGINEERING-II	09	65	52	AS AWARDED 102022
		CMAQ	ENGINEERING-II	09	105	84	Awarded
		CMAQ	CONSTRUCTION	10	2234	1787	
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
10-09-0029 IDOT District 1 Division of Highways		Change	\$1500	\$1500		\$ 0	0%
Various Routes in Lake County AT							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	1500	1500	1779530050
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	1500	1500	1779530050
		ILL	CONSTRUCTION	10	2000		1-77953-2150
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
10-09-0110 IDOT District 1 Division of Highways		Change	\$1540	\$1540		\$ 0	0%
IL 176 IL 60 LIBERTY ST FROM 1)ILL 176; 0.1 MI W OF THORNGATE RD TO ILL 60/83 (LAKE/Mundelein) TO 2)ILL 60/83; ILL 176 TO MIDLOTHIAN RD (LAKE/Mundelein)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	1540	1540	1-77755-0000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	1540	1540	1-77755-0000/AWARDED
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
10-09-0112 IDOT District 1 Division of Highways		Change	\$1335	\$1335		\$ 0	0%
IL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/Libertyville) TO IL 21 ILL 21 (LAKE/Mundelein)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	1335	1335	1-76989-0000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	1335	1335	1-76989-0000/AWARDED
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
10-09-0130 IDOT District 1 Division of Highways		Change	\$1080	\$1350		\$ 270	25%
IL 131 GREEN BAY RD FROM S OF SUNSET RD (LAKE/Waukegan) TO SHEELER AVE (LAKE/Waukegan)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	12	1350	1080	1780260000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	1350	1350	1-78026-0000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
10-09-0132 IDOT District 1 Division of Highways		Change	\$3384	\$4230		\$ 846	25%
IL 83 ILL 83 FROM 1)ILL 132 (GRAND AVE) TO ROLLINS RD (LAKE/Lake Villa) TO 2)ROLLINS TO ILL 137 3)ILL 137 TO ILL 176 (LAKE/Grayslake)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		NHS	CONSTRUCTION	10	1030	824	1700550000
		NHS	CONSTRUCTION	11	1600	1280	1700570000



			NHS	CONSTRUCTION	12	1600	1280	17005600000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	1030	1030	1-70055-0000
			ARRA2	CONSTRUCTION	10	1600	1600	1-70057-0000
			ARRA2	CONSTRUCTION	10	1600	1600	1-70056-00000
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
10-09-0136 IDOT District 1 Division of Highways			Change	\$0	\$2340		\$ 2340	
IL 59 ILL 59 FROM 1)HIGHWOODS DR TO GRAND AVE 2)GRAND AVE TO MAPLE AVE (LAKE) TO 3)MAPLE AVE TO US 12 (LAKE)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	915		1780160000
			ILL	CONSTRUCTION	10	625		1780180000
			ILL	CONSTRUCTION	10	800		1780170000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	800	800	1-78017-0000
			ARRA2	CONSTRUCTION	10	915	915	1-78016-0000
			ARRA2	CONSTRUCTION	10	625	625	1-78018-0000
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
10-09-0137 IDOT District 1 Division of Highways			Change	\$2036	\$0		\$ -2036	-100%
US 12 IL 59 US 12/ILL 59 FROM EAST ST (MCHENRY COUNTY LINE) (LAKE/Fox Lake) TO IL 59 FOX LAKE RD (LAKE/Fox Lake)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			NHS	CONSTRUCTION	10	2545	2036	1751130000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	2305		1-75113-0000
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
10-10-0002 CMAP			Change	\$760	\$760		\$ 0	0%
Washington St Bike Path AT								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			BICYCLE FACILITY PEDESTRIAN FACILITY					
Project Work Types After Revision:			BICYCLE FACILITY PEDESTRIAN FACILITY					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-II	CMAQ A	48	40	
			CMAQ	CONSTRUCTION	CMAQ A	794	661	2013
			CMAQ	ENGINEERING-I	CMAQ A	71	59	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-I	CMAQ A	71	59	
			CMAQ	ENGINEERING-II	CMAQ A	48	40	
			CMAQ	CONSTRUCTION	CMAQ A	794	661	2013
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
10-10-0008 IDOT District 1 Division of Highways			Change	\$0	\$130		\$ 130	
IL 59 ILL 59 FROM AT SQUAW CREEK (1.0 MI E OF WILSON RD) (LAKE/Fox Lake)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	130		1783400000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	130	130	1-78340-0000
Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
10-10-0009 IDOT District 1 Division of Highways			Change	\$0	\$150		\$ 150	

IL 60 KENNEDY RD FROM AT MIDDLE FORK N BR CHICAGO RIVER (0.4 MI W OF ILL 43) (LAKE/Lake Forest)

**Completion Year Before Revision:** Unspecified

**Completion Year After Revision:** Unspecified

**Project Work Types Before Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	10	150		1783670000
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ARRA2	CONSTRUCTION	10	150	150	1-78367-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
10-10-0011 IDOT District 1 Division of Highways	Change	\$0	\$350	\$ 350		
IL 131 GREENBAY RD FROM AT EJ&E RR (1.1 MI S OF ILL 137) (LAKE/North Chicago)						
Completion Year Before Revision:	Unspecified					
Completion Year After Revision:	Unspecified					
Project Work Types Before Revision:	BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:	BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	350		1783500000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	350	350	1-78350-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
10-10-0012 IDOT District 1 Division of Highways	Change	\$0	\$1650	\$ 1650		
IL 173 ROSECRANS RD FROM 0.1 MI E OF I-94 (TRI-STATE TOLLWAY) (LAKE/Wadsworth) TO 0.1 MI W OF ILL 131 (GREENBAY RD) (LAKE/Wadsworth)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	1650		1777520000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	1650	1650	1-77752-0000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
10-10-0013	IDOT District 1 Division of Highways	Change	\$0	\$230	\$ 230		
IL 176 SCRANTON AVE FROM 0.2 MI E OF US 41 (SKOKIE HWY) (LAKE/Lake Bluff) TO SHERIDAN RD (LAKE/Lake Bluff)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	230		1735510000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	230	230	1-73551-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
10-10-0015 IDOT District 1 Division of Highways	Change	\$0	\$455	\$ 455		
IL 176 ILL 176 FROM IL 60 IL 83 ILL 60/83 (LAKE/Mundelein) TO MIDLOTHIAN RD (LAKE/Mundelein)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	455		1780240000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	455	455	1-78024-0000

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>
10-98-0020 IDOT District 1 Division of Highways	Change	\$1350	\$1350	\$ 0	0%
IL 43 WAUKEGAN RD FROM ATKINSON ROAD (LAKE) TO CENTRAL AVE (0.2 MI. SOUTH) (LAKE) EXCLUSIONS: GAVIN CT TO EVERETT RD, HALF-DAY RD TO HIGH SCHOOL DR,					
<b>Completion Year Before Revision:</b>	Unspecified				
<b>Completion Year After Revision:</b>	Unspecified				
<b>Project Work Types Before Revision:</b>	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)				
<b>Project Work Types After</b>					

Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	09	5250	0	1-77029-0002, ATKINSON RD TO ILL 22
	ILL	CONSTRUCTION	11	1300	0	1-77029-0003, EVERETT RD TO HALF DAY RD (IL 22)
	HRA	CONSTRUCTION	09	1350	1350	1-77029-1002 (GAGES LANE TO ILL 60)
	ILL	CONSTRUCTION	09	1515	0	1-77029-0004, DEERFIELD H.S. DR TO 0.2 MILES S OF CENTRAL AVE
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	09	1515	0	1-77029-0004, DEERFIELD H.S. DR TO 0.2 MILES S OF CENTRAL AVE
	ILL	CONSTRUCTION	09	5250	0	1-77029-0002, ATKINSON RD TO ILL 22
	ILL	CONSTRUCTION	11	1300	0	1-77029-0003, EVERETT RD TO HALF DAY RD (IL 22)
	HRA	CONSTRUCTION	09	1350	1350	1-77029-1002 (GAGES LANE TO ILL 60)/AWARDED

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
11-04-0001	CMAQ Change	\$2564	\$2564	\$ 0	0%	
JOHNSBURG RD FROM IL 31 (MCHENRY) TO CHAPEL HILL RD (MCHENRY)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT				
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	MFT-LOC	ROW ACQUISITION	09	400	0	
	CMAQ	CONSTRUCTION	10	3400	2564	
	MFT-LOC	ENGINEERING-II	09	400	0	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	MFT-LOC	ENGINEERING-II	09	400	0	
	MFT-LOC	ROW ACQUISITION	09	400	0	
	CMAQ	CONSTRUCTION	10	3400	2564	
	STP-L	CONSTRUCTION	MYB	5500	1500	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
11-06-0012	McHenry County Council of Mayors Change	\$1000	\$1000	\$ 0	0%	
PINGREE RD FROM UP RR TRACK (MCHENRY) TO CONGRESS PKWY (MCHENRY)						
Completion Year Before Revision:		2010				
Completion Year After Revision:		2012				
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION				
Project Work Types After Revision:		HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	11	2177	1000	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	11	2177	1000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
11-08-0026	McHenry County Division of Transportation Change	\$100	\$200	\$ 100	100%	
FRANKLINVILLE RD BRIDGE FROM TRIBUTORY OF KISHWAUKEE RIVER (MCHENRY) SN 056-3016						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		BRIDGE/STRUCTURE - REPLACE				
Project Work Types After Revision:		BRIDGE/STRUCTURE - REPLACE				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	BRR	ENGINEERING-I	11	125	100	
	BRR	ENGINEERING-II	MYB	125	100	FFY13
	MFT-LOC	ROW ACQUISITION	MYB	50	0	FFY13
	BRR	CONSTRUCTION	MYB	750	600	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	BRR	ENGINEERING-I	11	125	100	
	BRR	ENGINEERING-II	13	125	100	FFY13
	MFT-LOC	ROW ACQUISITION	13	50	0	FFY13
	BRR	CONSTRUCTION	MYB	750	600	FY 14

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
11-08-0028	McHenry County Division of Transportation Change	\$200	\$200	\$ 0	0%
FRANKLINVILLE RD BRIDGE FROM OVER KISHWAUKEE RIVER (MCHENRY) SN 056-3017					
Completion Year Before Revision:		Unspecified			
Completion Year After Revision:		Unspecified			
Project Work Types Before Revision:		BRIDGE/STRUCTURE - REPLACE			

Project Work Types After Revision:		BRIDGE/STRUCTURE - REPLACE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		BRR	ENGINEERING-I	10	125	100	
		BRR	ENGINEERING-II	12	125	100	
		BRR	CONSTRUCTION	MYB	750	600	FY 13
		MFT-LOC	ROW ACQUISITION	12	50	0	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		BRR	ENGINEERING-I	11	125	100	
		BRR	ENGINEERING-II	13	125	100	
		BRR	CONSTRUCTION	MYB	1200	960	FY 14
		MFT-LOC	ROW ACQUISITION	13	50	0	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
11-08-0032	McHenry County Division of Transportation	Change	\$200	\$200	\$ 0	0%	
LAWRENCE ROAD FROM LAWRENCE CREEK TRIBUTORY (MCHENRY)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		BRIDGE/STRUCTURE - REPLACE					
Project Work Types After Revision:		BRIDGE/STRUCTURE - REPLACE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		BRR	ENGINEERING-I	10	125	100	
		BRR	ENGINEERING-II	12	125	100	
		MFT-LOC	ROW ACQUISITION	12	50	0	
		BRR	CONSTRUCTION	MYB	750	600	FY 13
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		BRR	ENGINEERING-I	11	125	100	
		BRR	ENGINEERING-II	13	125	100	
		MFT-LOC	ROW ACQUISITION	13	50	0	
		BRR	CONSTRUCTION	MYB	750	600	FY 15

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
11-09-0011	IDOT District 1 Division of Highways	Change	\$2000	\$2000	\$ 0	0%	
Various Routes in McHenry County AT							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	2000	2000	1779531200
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	2000	2000	1779531200
		ILL	CONSTRUCTION	10	2000		1-77953-2200

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
11-09-0020	McHenry County Council of Mayors	Change	\$262	\$270	\$ 8	3.05%	
FAU 166 East Wonder Lake Road FROM FAU 4083 Barnard Mill Road (MCHENRY) TO FAU 4085 McCullom Lake Road (MCHENRY)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	263	262	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	270	270	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
11-09-0028	McHenry County Council of Mayors	Change	\$262	\$270	\$ 8	3.05%	
FAU 41 Raffel Road FROM Banford Road (MCHENRY) IL 120 IL Route 120 The intersection of IL Route 120 is not within the project limits. The improvement							
Completion Year Before Revision:		2010					
Completion Year After Revision:		2010					
Project Work Types Before Revision:		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Project Work Types After Revision:		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	578	262	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	635	270	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
11-09-0038 IDOT District 1 Division of Highways	Change	\$4050	\$4050	\$ 0	0%	
US 20 GRANT HIGHWAY FROM WEST UNION RD (MCHENRY) TO IL 47 ILL 47 (KANE)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		SAFETY - BEACONS SAFETY - GUARDRAILS SAFETY - SHOULDER IMPROVEMENTS SIGNALS - MODERNIZATION				
Project Work Types After Revision:		SAFETY - BEACONS SAFETY - GUARDRAILS SAFETY - SHOULDER IMPROVEMENTS SIGNALS - MODERNIZATION MISCELLANEOUS - EXEMPT PROJECTS				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	10	4500	4050	1782920000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	10	4500	4050	1-78292-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
11-09-0042 IDOT District 1 Division of Highways	Change	\$257	\$337	\$ 80	31.13%	
US 12 US 12 FROM WILMOT RD/ JOHNSBURG RD (MCHENRY) TO STATE PARK RD/ EAST ST (MCHENRY)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision:		SIGNALS - MODERNIZATION				
		MISCELLANEOUS - EXEMPT PROJECTS				
Project Work Types After Revision:		SIGNALS - MODERNIZATION				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	10	285	257	1783140000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	10	375	337	1-78314-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
11-09-0062 IDOT District 1 Local Roads	Change	\$740	\$740	\$ 0	0%		
FAU 4010 Edgewood Road FROM Over Rat Creek (MCHENRY/Algonquin) Structure No. 056-3101. Also includes Edgewood Drive from IL Route 31 to Hanson Road.							
<b>Completion Year Before Revision:</b> Unspecified							
<b>Completion Year After Revision:</b> Unspecified							
<b>Project Work Types Before Revision:</b>		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
<b>Project Work Types After Revision:</b>		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE BICYCLE FACILITY HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		BRR	ENGINEERING-I	10	45	36	
		BRR	ENGINEERING-II	10	55	44	
		BRR	CONSTRUCTION	11	825	660	Includes E3
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		BRR	ENGINEERING-I	10	45	36	
		BRR	ENGINEERING-II	10	55	44	
		BRR	CONSTRUCTION	11	825	660	Includes E3
		STP-L	CONSTRUCTION	MYB	5276	1500	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change	
11-96-0007	CMAP Change	\$441	\$860		\$ 419	95.01%	
US 14 FROM Oak St (MCHENRY) TO VETERANS ACRES PARK (MCHENRY)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		BICYCLE FACILITY					
		PEDESTRIAN FACILITY					
Project Work Types After Revision:		BICYCLE FACILITY					
		PEDESTRIAN FACILITY					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	10	529	441	STAGE 2 - LILY POND TO STAGE 1 EXTENSION-E/C
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	10	1075	860	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-01-0004 IDOT Office of Planning & Programming BIKE FAC-PLAINFIELD-DUPAGE RIVER TRAIL FROM 115TH ST (WILL) TO THEODORE ST (WILL) DUPAGE RIVER TRAIL; IL59 AND RIVERVIEW PARK TO PRAIRIE CREEK DEVELO	Change	\$1951	\$1951	\$ 0	0%
<b>Completion Year Before Revision:</b> Unspecified					

Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		BICYCLE FACILITY PEDESTRIAN FACILITY					
Project Work Types After Revision:		BICYCLE FACILITY PEDESTRIAN FACILITY					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HPP	CONSTRUCTION	10	100	80	INCLUDES E3
		EnRA	CONSTRUCTION	10	2615	1871	INCLUDES e3. Route 59 to 0.75 miles NE of Prairie Creek Subdivision
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		EnRA	CONSTRUCTION	10	2254	1871	Includes E3. Route 59 to 0.75 miles NE of Prairie Creek Subdivision
		HPP	CONSTRUCTION	10	100	80	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-06-0001		CMAP Change	\$1356	\$1374	\$ 18	1.33%	
COM ED ROW WEST OF BELL RD FROM COUNTY LINE (WILL) TO PARKER RD (WILL) HOMER GLEN COMMUNITY BIKE TRAIL-COM ED ROW WEST OF BELL RD FROM COOK-WILL COUN							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		BICYCLE FACILITY					
Project Work Types After Revision:		BICYCLE FACILITY					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	10	384	1265	EXTENSION
		CMAQ	IMPLEMENTATION	09	327	91	AWARDED
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	IMPLEMENTATION	09	327	91	AWARDED
		CMAQ	CONSTRUCTION	10	1706	1283	EXTENSION/Includes E3

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-06-0048		IDOT District 1 Division of Highways Change	\$0	\$1600	\$ 1600		
US 30 LINCOLN HWY FROM KRAKER AVE (WILL) I- 80 (WILL) INCLUDES NEW LENOX & MOKENA							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	11	5103	0	1770310018
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	1600	1600	1-77031-0018

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-06-0059		IDOT District 1 Division of Highways Change	\$600	\$600	\$ 0	0%	
IL 50 GOVERNORS HWY FROM 1) ICC RR TO PAULING RD (WILL) TO 2) KENNEDY RD (.4 MI S ) TO KANKAKEE COUNTY LINE (WILL)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	600	600	1-77031-0005
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	600	600	1-77031-0005/AWARDED

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-06-0071		IDOT District 1 Local Roads Change	\$0	\$0	\$ 0		
MISSISSIPPI AVE FROM LINCOLN ST (WILL) TO WOOD ST (WILL)							
Completion Year Before Revision:		2008					
Completion Year After Revision:		2013					
Project Work Types Before Revision:		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Project Work Types After Revision:		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	400	0	1766060901
		ILL	ENGINEERING	10	50	0	1766060900
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	400	0	1766060901
		ILL	ENGINEERING	10	50	0	1766060900

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-06-0072		IDOT District 1 Local Roads Change	\$0	\$0	\$ 0	

MISSISSIPPI AVE FROM WOOD ST (WILL) TO ST LOUIS ST (WILL)

**Completion Year Before Revision:** 2010**Completion Year After Revision:** 2013**Project Work Types Before Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE**Project Work Types After Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	10	270	0	1766060961
	ILL	ENGINEERING	10	30	0	1766060960
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	10	270	0	1766060961
	ILL	ENGINEERING	10	30	0	1766060960

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-06-0084 IDOT District 1 Local Roads RIVER RD FROM BLACK RD (WILL) US 52 (WILL)	Change	\$0	\$0	\$ 0		
Completion Year Before Revision:	2009					
Completion Year After Revision:	2015					
Project Work Types Before Revision:	HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Project Work Types After Revision:	HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	09	1905	0	
	ILL	ENGINEERING-II	09	71	0	1104950000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	09	1905	0	
	ILL	ENGINEERING-II	09	71	0	1104950000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-07-0001 IDOT District 1 Division of Highways	Change	\$1584	\$1500	\$ -84	-5.3%	
IL 7 159TH ST / 9TH ST FROM IL 53 2.3 MI EAST OF ILL 53/BROADWAY ST (WILL) TO ILL 53 (INDEPENDENCE BLVD) TO I-355 (VETERANS MEMORIAL) (WILL)						
Completion Year Before Revision:	Unspecified					
Completion Year After Revision:	Unspecified					
Project Work Types Before Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	10	105	84	1-77031-0102 (DRAINAGE)
	HRA	CONSTRUCTION	09	1500	1500	1-77031-0002
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	1500	1500	1-77031-0002
	ILL	CONSTRUCTION	10	105		1-77031-0102 (DRAINAGE)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-07-0013 IDOT District 1 Division of Highways	Change	\$592	\$740	\$ 148	25%	
I- 55 W FRONTAGE ROADS FROM CAVANAUGH ROAD (WILL) TO MURPHY RD (WILL) Includes IL 113 To S. of Cavanaugh						
Completion Year Before Revision:	Unspecified					
Completion Year After Revision:	Unspecified					
Project Work Types Before Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	10	740	592	1-76394-0200 (CAVANAUGH TO MURPHY)
	ILL	CONSTRUCTION	09	520	0	1763940001
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	740	740	1-76394-0200 (CAVANAUGH TO MURPHY)
	ILL	CONSTRUCTION	09	520	0	1763940001

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-08-0012	IDOT District 1 Division of Highways	Change	\$2110	\$2110	\$ 0	0%	
US 6 CHANNAHON RD/ RAILROAD ST FROM TERRY RD (WILL) TO US 52 MCDONOUGH ST (WILL)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	2110	2110	1-77031-0015
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HRA	CONSTRUCTION	09	2110	2110	1-77031-0015/AWARDED



Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-08-0018 IDOT District 1 Division of Highways IL 1 MAIN ST FROM UNION AVE (WILL) TO BURVILLE RD (WILL)			Change	\$1080	\$0	\$ -1080	-100%	
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			NHS	CONSTRUCTION	10	1350	1080	MATCHED WITH ILL
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILL	CONSTRUCTION	10	1350		1-77130-0100

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-08-0020 IDOT District 1 Division of Highways IL 1 DIXIE HWY FROM MAIN ST (WILL) TO PASADENA AVE (WILL/Beecher)			Change	\$1600	\$2000	\$ 400	25%	
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			NHS	CONSTRUCTION	10	2000	1600	MATCHED WITH ILL
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ARRA2	CONSTRUCTION	10	2000	2000	1-77031-0001

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-08-0036 IDOT District 1 Local Roads BRANDON RD FROM OVER DESPLAINES RIVER (WILL)			Change	\$2704	\$2704	\$ 0	0%	
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:			BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			BRR	CONSTRUCTION	10	2830	2264	
			BRR	ENGINEERING-II	09	250	200	
			BRR	ENGINEERING	10	300	240	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			BRR	ENGINEERING	10	300	240	
			BRR	CONSTRUCTION	10	3009	2264	
			BRR	ENGINEERING-II	09	250	200	

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-09-0006 IDOT District 1 Division of Highways WEST RIVER ROAD FROM CREEK (2.6 MI S OF ILL 53) (WILL)			Change	\$400	\$388	\$ -12	-3%	
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			BRIDGE/STRUCTURE - REPLACE					
Project Work Types After Revision:			BRIDGE/STRUCTURE - REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-U	CONSTRUCTION	10	500	400	1779540000
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-U	CONSTRUCTION	10	485	388	1-77954-0000

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-09-0012 CMAP Change IL 7 9TH ST FROM LINCOLN ST (WILL) TO FARREL RD (WILL)			Change	\$319	\$319	\$ 0	0%	
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			PEDESTRIAN FACILITY					
Project Work Types After Revision:			PEDESTRIAN FACILITY					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	10	399	319	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	10	427	319	



Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change
12-09-0020 IDOT District 1 Division of Highways Various Routes in Kane County AT		Change	\$2000		\$2000		\$ 0		0%
Completion Year Before Revision:		Unspecified							
Completion Year After Revision:		Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERMITTENT RESURFACING							
Project Work Types After Revision:		HIGHWAY/ROAD - INTERMITTENT RESURFACING							
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment	
		HRA	CONSTRUCTION		09	2000	2000	1-77953-1400	
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment	
		HRA	CONSTRUCTION		09	2000	2000	1-77953-1400	
		ILL	CONSTRUCTION		10	2000		1-77953-2400	

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change
12-09-0059 Will County Council of Mayors FAU 375 Raven Rd FROM VALENCIA DRIVE (WILL) TO FAU 107 Seil ROAD (WILL) VALENCIA IS IN PROXIMITY TO JEFFERSON.		Change	\$246		\$285		\$ 39		15.85%
Completion Year Before Revision:		Unspecified							
Completion Year After Revision:		Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment	
		STP-L	CONSTRUCTION		10	176	141	INCLUDES E3	
		LRA	CONSTRUCTION		10	105	105		
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment	
		LRA	CONSTRUCTION		10	144	144		
		STP-L	CONSTRUCTION		10	176	141	INCLUDES E3	

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change
12-09-0074 IDOT District 1 Division of Highways VARIOUS FROM VARIOUS LOCATIONS (67 IN EASTERN WILL CTY) (WILL)		Change	\$423		\$360		\$ -63		-14.89%
Completion Year Before Revision:		Unspecified							
Completion Year After Revision:		Unspecified							
Project Work Types Before Revision:		SAFETY - GUARDRAILS							
Project Work Types After Revision:		SAFETY - GUARDRAILS							
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment	
		HSIP	CONSTRUCTION		10	470	423	1783020000	
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment	
		HSIP	CONSTRUCTION		10	400	360	1-78302-0000	

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change
12-09-0078 IDOT District 1 Division of Highways IL 7 LARKIN AVE FROM HILLCREST SHOPPING CENTER TO JEFFERSON ST (WILL/Joliet) TO US 52 (JEFFERSON ST) TO MCDONOUGH (WILL/Rockdale)		Change	\$2180		\$2180		\$ 0		0%
Completion Year Before Revision:		Unspecified							
Completion Year After Revision:		Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment	
		HRA	CONSTRUCTION		09	1680	1680	1-78014-0000	
		HRA	CONSTRUCTION		09	500	500	1-78015-0000	
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment	
		HRA	CONSTRUCTION		09	1680	1680	1-78014-0000/AWARDED	
		HRA	CONSTRUCTION		09	500	500	1-78015-0000/AWARDED	

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change
12-09-0082 IDOT District 1 Division of Highways I- 55 I-55 (INT-4TH) FROM GRUNDY CTY LINE (WILL/Braidwood) TO KANKAKEE RIVER (WILL/Channahon)		Change	\$0		\$19000		\$ 19000		
Completion Year Before Revision:		Unspecified							
Completion Year After Revision:		Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE							
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment	
		ILL	CONSTRUCTION		10	100		1-77325-0002	
		ILL	CONSTRUCTION		10	14000		1-77325-0000	
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment	
		ILL	CONSTRUCTION		10	14000		1-77325-0000	

	ILL	CONSTRUCTION	10	100		1-77325-0002		
	ARRA2	CONSTRUCTION	10	14000	14000	1-78437-0000 (KANAKEE RIV TO S/O I-80)		
	ARRA2	CONSTRUCTION	10	5000	5000	1-78437-0001 (KANKAKEE RIV TO S/O I-80)		
Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
12-09-0083 IDOT District 1 Division of Highways		Change	\$900		\$0		\$ -900	-100%
IL 126 ILL 126 FROM ESSINGTON RD (WILL/Plainfield) TO US 30 LOCKPORT ST (WILL/Plainfield)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION		09	1125	900	1770310010
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION		10	925		1-77031-0010
Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
12-09-0095 IDOT District 1 Division of Highways		Change	\$728		\$750		\$ 22	3.02%
IL 129 ILL 129 FROM I- 55 I-55 (WILL/Braidwood) TO COAL CITY RD (WILL/Braidwood)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION		10	910	728	
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION		10	750	750	1-77997-0000
Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
12-09-0096 IDOT District 1 Division of Highways		Change	\$0		\$410		\$ 410	
IL 126 LOCKPORT ST FROM COUNTY LINE RD (WILL/Plainfield) TO WALLIN DR (WILL)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION		12	410		1777480000
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION		10	410	410	1-77748-0000
Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
12-09-0098 IDOT District 1 Division of Highways		Change	\$464		\$580		\$ 116	25%
IL 113 ILL 113 FROM MAIN ST (WILL) TO 0.2 MI S OF SMILEY RD (WILL)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION		12	580	464	1780010000
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION		10	580	580	1-78001-0000
Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
12-10-0001 CMAP		Change	\$3420		\$4432		\$ 1012	29.59%
135 St. Metra Parking Lot AT								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:		PARKING - EXPAND NUMBER OF SPACES PARKING - NEW LOT OR GARAGE						
Project Work Types After Revision:		PARKING - EXPAND NUMBER OF SPACES PARKING - NEW LOT OR GARAGE						
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		CMAQ	ENGINEERING-II		CMAQ A	384	320	
		CMAQ	CONSTRUCTION		CMAQ A	3408	2840	
		CMAQ	ENGINEERING-I		CMAQ A	312	260	

Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	ENGINEERING-I	10	412	340	
		CMAQ	ENGINEERING-II	11	528	440	
		CMAQ	CONSTRUCTION	12	3408	2840	
		CMAQ	CONSTRUCTION	13	974	812	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-10-0004 IDOT District 1 Division of Highways		Change	\$0	\$930	\$ 930		
I- 57 I-57 FROM AT ABANDONED RR 12.8 MI S OF US 30 (WILL) NB & SB							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	440		1783580000/SB
		ILL	CONSTRUCTION	10	490		1783590000/NB
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	440	440	1-78358-0000/SB
		ARRA2	CONSTRUCTION	10	490	490	1-78359-0000/NB

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-10-0005 IDOT District 1 Division of Highways		Change	\$0	\$340	\$ 340		
US 52 CHICAGO ST FROM I-80 (WILL/Joliet) TO US 52 (DORIS AVE) (WILL/Joliet)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	340		1777460000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ARRA2	CONSTRUCTION	10	340	340	1-77746-0000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-10-0009 Will County Highway Department		Change	\$0	\$0	\$ 0		
FAU 0856 CH 88 Weber Road FROM FAU 1578 Lily Cache (WILL) TO I-55 (WILL)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
		HIGHWAY/ROAD - PAVEMENT PATCHING					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
		HIGHWAY/ROAD - PAVEMENT PATCHING					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	594	0	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	1125	0	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-98-0008 IDOT District 1 Division of Highways		Change	\$24389	\$3987	\$ -20402	-83.65%	
I- 55 I-55 FROM SMITH ST (ARSENAL RD) (WILL) INCLUDES RETAINING WALL							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
		MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
		MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	ROW ACQUISITION	10	5000	0	1714370105
		ILL	ENGINEERING-II	09	3730	0	1714370114
		ILL	ENGINEERING	10	3250		1-71437-0106
		I-M	CONSTRUCTION	09	4430	3987	178120000
		I-M	CONSTRUCTION	10	22670	20402	1-71437-0200
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	22670		1-71437-0200
		ILL	ROW ACQUISITION	10	5000	0	1714370105
		ILL	ENGINEERING-II	09	3730	0	1714370114/ AWARDED
		ILL	ENGINEERING	10	3250		1-71437-0106
		I-M	CONSTRUCTION	09	4430	3987	178120000/ AWARDED

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
13-09-0010 IDOT District 1 Division of Highways			Change	\$4000	\$4000	\$ 0	0%	
Various Routes in north Cook County AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Project Work Types After Revision:			HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	4000	4000	1-77953-1600
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	4000	4000	1-77953-1600
			ILL	CONSTRUCTION	10	3000		1-77953-2600

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
13-09-0011 IDOT District 1 Division of Highways			Change	\$4000	\$4000	\$ 0	0%	
Various Routes in south Cook County AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Project Work Types After Revision:			HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	4000	4000	1-77953-1800
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	4000	4000	1-77953-1800
			ILL	CONSTRUCTION	10	3000		1-77953-2800

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
13-09-0012 IDOT District 1 Division of Highways			Change	\$4000	\$4000	\$ 0	0%	
Various Routes in central Cook County AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Project Work Types After Revision:			HIGHWAY/ROAD - INTERMITTENT RESURFACING					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	4000	4000	1-77953-1700
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HRA	CONSTRUCTION	09	4000	4000	1-77953-1700
			ILL	CONSTRUCTION	10	3000		1-77953-2700

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
13-97-0002 CMAP			Change	\$550	\$1650	\$ 1100	200%	
CLEAN AIR PUBLIC INFORMATION AT REGIONWIDE CLEAN AIR EDUCATION CAMPAIGN								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	09	688	550	Awarded
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	09	688	550	Awarded
			CMAQ	IMPLEMENTATION	10	660	550	
			CMAQ	IMPLEMENTATION	11	660	550	

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
13-99-0006 CMAP			Change	\$1694	\$1694	\$ 0	0%	
REGIONWIDE AT ULTRA-LOW EMISSION VEHICLE FUEL INFRASTRUCTURE								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	09	2118	1694	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	09	2118	1694	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
16-08-0015	CTA	Change	\$0	\$0	\$ 0			
CTA - 110.014 REAL TIME BUS ARRIVAL SIGNS AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			CPS - COMMUNICATIONS					
Project Work Types After Revision:			CPS - COMMUNICATIONS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			RTA	IMPLEMENTATION	09	1897	0	ICE
			SB	IMPLEMENTATION	09	474243	0	SB
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			RTA	IMPLEMENTATION	09	1897	0	ICE
			SB	IMPLEMENTATION	09	474	0	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
17-94-0002	Pace	Change	\$9655	\$9655	\$ 0	0%		
PACE-PURCHASE REPLACEMENT AND EXPANSION VANS FROM (REGIONWIDE) SYSTEMWIDE- PURCHASE VANS; MINOR EXPANSION OF FLEET								
Completion Year Before Revision: 2012								
Completion Year After Revision: 2012								
Project Work Types Before Revision:			ROLLING STOCK - REPLACE EXISTING VEHICLES					
Project Work Types After Revision:			ROLLING STOCK - REPLACE EXISTING VEHICLES					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	IMPLEMENTATION	09	2850	2850	
			RTA	IMPLEMENTATION	12	4400	0	INTEND TO APPLY FOR CMAQ
			ILLT	IMPLEMENTATION	10	675	0	
			ILLT	IMPLEMENTATION	12	1050	0	
			ILLT	IMPLEMENTATION	11	1125	0	
			5307	IMPLEMENTATION	11	855	855	
			RTA	IMPLEMENTATION	13	4395	0	INTEND TO APPLY FOR CMAQ
			5307	IMPLEMENTATION	10	5950	5950	
			5307	IMPLEMENTATION	MYB	4275	4275	
			ILLT	IMPLEMENTATION	13	1050	0	
			RTA	IMPLEMENTATION	11	5400	0	INTEND TO APPLY FOR CMAQ
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			RTA	IMPLEMENTATION	11	5400	0	INTEND TO APPLY FOR CMAQ
			CMAQ	IMPLEMENTATION	10	2850	2850	
			RTA	IMPLEMENTATION	12	4400	0	INTEND TO APPLY FOR CMAQ
			ILLT	IMPLEMENTATION	10	675	0	
			ILLT	IMPLEMENTATION	12	1050	0	
			ILLT	IMPLEMENTATION	11	1125	0	
			5307	IMPLEMENTATION	11	855	855	
			RTA	IMPLEMENTATION	13	4395	0	INTEND TO APPLY FOR CMAQ
			5307	IMPLEMENTATION	10	5950	5950	
			5307	IMPLEMENTATION	MYB	4275	4275	
			ILLT	IMPLEMENTATION	13	1050	0	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
17-94-0009	Pace	Change	\$32160	\$33420	\$ 1260	3.92%		
PACE-PURCHASE/REPLACE PARATRANSIT V AT								
Completion Year Before Revision:			2010					
Completion Year After Revision:			2010					
Project Work Types Before Revision:			ROLLING STOCK - REPLACE EXISTING VEHICLES					
Project Work Types After Revision:			ROLLING STOCK - REPLACE EXISTING VEHICLES					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			TRA	IMPLEMENTATION	09	13248	13248	ARRA
			5307	IMPLEMENTATION	12	5100	5100	
			5307	IMPLEMENTATION	MYB	10115	10115	
			5307	IMPLEMENTATION	13	11135	11135	
			5309C	IMPLEMENTATION	10	1300	1300	
			5307	IMPLEMENTATION	09	1377	1377	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	09	1377	1377	
			TRA	IMPLEMENTATION	09	13248	13248	ARRA
			5307	IMPLEMENTATION	12	5100	5100	
			5307	IMPLEMENTATION	MYB	10115	10115	
			5307	IMPLEMENTATION	13	11135	11135	
			5309C	IMPLEMENTATION	10	1300	1300	
			EnRA	IMPLEMENTATION	10	1260	1260	Using TIGGER funding through IDOT

Pre-Revision

Post-Revision

Change in

Project:	Action		Federal Funds (000)	Federal Funds (000)	Federal Funds (000)	Percentage Change		
17-94-0035	Pace	Change	\$3240	\$3090	\$ -150	-4.63%		
PACE-BUS STOP IMPROVEMENTS/SHELTERS AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			FACILITY - SHOP FACILITIES/EQUIPMENT					
Project Work Types After Revision:			FACILITY - SHOP FACILITIES/EQUIPMENT					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	MYB	500	500	
			5307	IMPLEMENTATION	10	150	150	
			5307	IMPLEMENTATION	09	300	300	
			5307	IMPLEMENTATION	11	750	750	
			NEWF	IMPLEMENTATION	10	600	600	
			5307	IMPLEMENTATION	13	500	500	
			5309C	IMPLEMENTATION	10	440	440	
			5307	IMPLEMENTATION	12	500	500	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	12	500	500	
			5307	IMPLEMENTATION	MYB	500	500	
			5307	IMPLEMENTATION	10	600	600	
			5307	IMPLEMENTATION	09	300	300	
			5307	IMPLEMENTATION	11	750	750	
			NEWF	IMPLEMENTATION	10	0	0	
			5307	IMPLEMENTATION	13	500	500	
			5309C	IMPLEMENTATION	10	440	440	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-04-0561	CMAQ	Change	\$408	\$408	\$ 0	0%		
GRAYLAND STATION PARKING-MND FROM (COOK)								
Completion Year Before Revision:			2008					
Completion Year After Revision:			2015					
Project Work Types Before Revision:			PARKING - EXPAND NUMBER OF SPACES					
Project Work Types After Revision:			PARKING - EXPAND NUMBER OF SPACES					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	09	510	408	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	10	510	408	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-08-1700	Metra	Change	\$0	\$0	\$ 0			
PURCHASE BI-LEVEL COMMUTER CARS AT REGIONWIDE								
Completion Year Before Revision:			2017					
Completion Year After Revision:			2017					
Project Work Types Before Revision:			ROLLING STOCK - REPLACE EXISTING VEHICLES					
Project Work Types After Revision:			ROLLING STOCK - REPLACE EXISTING VEHICLES					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILLT	IMPLEMENTATION	10	79140	0	3913
			ILLT	IMPLEMENTATION	11	147540	0	3913
			ILLT	IMPLEMENTATION	12	148340	0	3913
			ILLT	IMPLEMENTATION	MYB	1	0	3913
			ILLT	IMPLEMENTATION	09	290700	0	3913
			5307	IMPLEMENTATION	MYB	1000	800	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	MYB	1000	800	
			ILLT	IMPLEMENTATION	10	74500	0	3913
			ILLT	IMPLEMENTATION	11	72300	0	3913
			ILLT	IMPLEMENTATION	12	65100	0	3913
			ILLT	IMPLEMENTATION	MYB	1	0	3913
			ILLT	IMPLEMENTATION	09	290700	0	3913
			ILLT	IMPLEMENTATION	13	82400	0	3913

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-08-2500	Metra	Change	\$12840	\$12840	\$ 0	0%		
Metra - RAIL BRIDGES AT REGIONWIDE								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Project Work Types After Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment

		5309B	IMPLEMENTATION	09	6000	4800	4237, 4337
		TRA5309	IMPLEMENTATION	09	1000	1000	3626, 3922 - ARRA
		ILLT	IMPLEMENTATION	10	39800	0	2112
		ILLT	IMPLEMENTATION	11	48200	0	2112
		ILLT	IMPLEMENTATION	MYB	47200	0	2112
		5307	IMPLEMENTATION	09	8800	7040	4399 etc,
<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	
		5307	IMPLEMENTATION	09	8800	7040	4399 etc,
		5309B	IMPLEMENTATION	09	6000	4800	4237, 4337
		TRA5309	IMPLEMENTATION	09	1000	1000	3626, 3922 - ARRA
		ILLT	IMPLEMENTATION	10	45000	0	2112
		ILLT	IMPLEMENTATION	11	30000	0	2112
		ILLT	IMPLEMENTATION	12	40000	0	2112 plus
		ILLT	IMPLEMENTATION	13	50000	0	2112 plus

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>		
18-08-4200	Metra Change	\$9312	\$9312	\$ 0	0%		
YARDS, SHOPS, FACILITIES AT REGIONWIDE							
<b>Completion Year Before Revision:</b>		Unspecified					
<b>Completion Year After Revision:</b>		Unspecified					
<b>Project Work Types Before Revision:</b>		FACILITY - TOWERS AND YARDS FACILITY - SHOP FACILITIES/EQUIPMENT VEHICLE FACILITY - MAINTENANCE					
<b>Project Work Types After Revision:</b>		FACILITY - TOWERS AND YARDS FACILITY - SHOP FACILITIES/EQUIPMENT VEHICLE FACILITY - MAINTENANCE					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		5309B	IMPLEMENTATION	09	5790	4632	
		ILLT	IMPLEMENTATION	10	49860	0	al-405, an-411
		ILLT	IMPLEMENTATION	11	37760	0	al-405, an-411
		ILLT	IMPLEMENTATION	MYB	98870	0	al-405, an-411
		ILLT	IMPLEMENTATION	12	26310	0	al-405, an-411
		5307	IMPLEMENTATION	09	5850	4680	
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		5307	IMPLEMENTATION	09	5850	4680	
		5309B	IMPLEMENTATION	09	5790	4632	
		ILLT	IMPLEMENTATION	10	16300	0	al-405, an-411
		ILLT	IMPLEMENTATION	11	17850	0	al-405, an-411
		ILLT	IMPLEMENTATION	MYB	98870	0	al-405, an-411
		ILLT	IMPLEMENTATION	12	4700	0	al-405, an-411
		ILLT	IMPLEMENTATION	13	40100	0	p-039, al-405, an-411

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>		
18-09-2400	Metra Change	\$0	\$0	\$ 0			
Metra - Create ROW Acquisition AT							
<b>Completion Year Before Revision:</b>		Unspecified					
<b>Completion Year After Revision:</b>		Unspecified					
<b>Project Work Types Before Revision:</b>		MISCELLANEOUS - EXEMPT PROJECTS					
<b>Project Work Types After Revision:</b>		MISCELLANEOUS - EXEMPT PROJECTS					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILLT	IMPLEMENTATION	10	10000	0	
		ILLT	IMPLEMENTATION	11	5000	0	
		ILLT	IMPLEMENTATION	12	5000	0	
		ILL	IMPLEMENTATION	09	6100	0	4335
		ILLT	IMPLEMENTATION	09	500	0	
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILLT	IMPLEMENTATION	09	500	0	
		ILLT	IMPLEMENTATION	10	5000	0	
		ILLT	IMPLEMENTATION	11	7500	0	
		ILLT	IMPLEMENTATION	12	7500	0	
		ILL	IMPLEMENTATION	09	6100	0	4335

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percentage Change</b>		
18-09-3010	Metra Change	\$400	\$400	\$ 0	0%		
Signal System Upgrades Regionwide AT including CWT, Bi-directional, coded track, fiber op							
<b>Completion Year Before Revision:</b>		Unspecified					
<b>Completion Year After Revision:</b>		Unspecified					
<b>Project Work Types Before Revision:</b>		CPS - SIGNALS					
<b>Project Work Types After Revision:</b>		CPS - SIGNALS					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		5307	IMPLEMENTATION	09	500	400	4343 Positive train control





## MEMORANDUM

**To:** CMAP Transportation Committee

**Date:** December 29, 2009

**From:** CMAP Staff

**Re:** Semi-annual TIP/RTP Conformity Analysis and TIP Amendments

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In accordance with the biannual conformity analysis policy agreed to in 2007, CMAP staff asked programmers to submit changes to non-exempt and exempt tested projects within the TIP. All programmers were contacted and requested to submit any changes. CMAP staff received responses from all programmers and specific changes are listed in the attached reports. Staff received over 200 change requests but, of these changes, only 58 projects required conformity action

There were twenty-four projects that required work type changes including adding, changing, or removing worktypes. Worktypes describe the work being completed in a project. Worktypes also determine if a project is exempt, exempt tested, or non-exempt. If the existing work type was already conformed, no additional action was required.

- An exempt worktype does not require an air quality conformity analysis. Examples of exempt projects include road resurfacing and bus rehabilitation.
- Exempt tested worktypes do not require a conformity analysis, but the region has chosen to include their impacts in the travel demand model. Exempt tested projects include lane widening and new commuter parking lots.
- Non-exempt projects have an effect on air quality and must be tested for conformity. Non-exempt projects include adding lanes to a road, signal timing or extending a rail line.

Other changes include twelve new projects and nine deleted projects. Also, there were nine projects with limit changes. Limits are the cross-streets, mileposts or other boundaries which define the extent of a project.

Eighty five projects changed completion years. Completion years indicate when a project is anticipated to be in service to users and determines what analysis years the project will be considered in. The current conformity analysis includes three analysis years, 2010, 2020 and 2030. When a

100309conformityTC



project’s completion year change puts it into a different analysis year, a new conformity analysis is required. Thirty percent of those projects had a completion year change affecting the analysis year.

Chart 1 shows a break-down of the type of project changes requested.

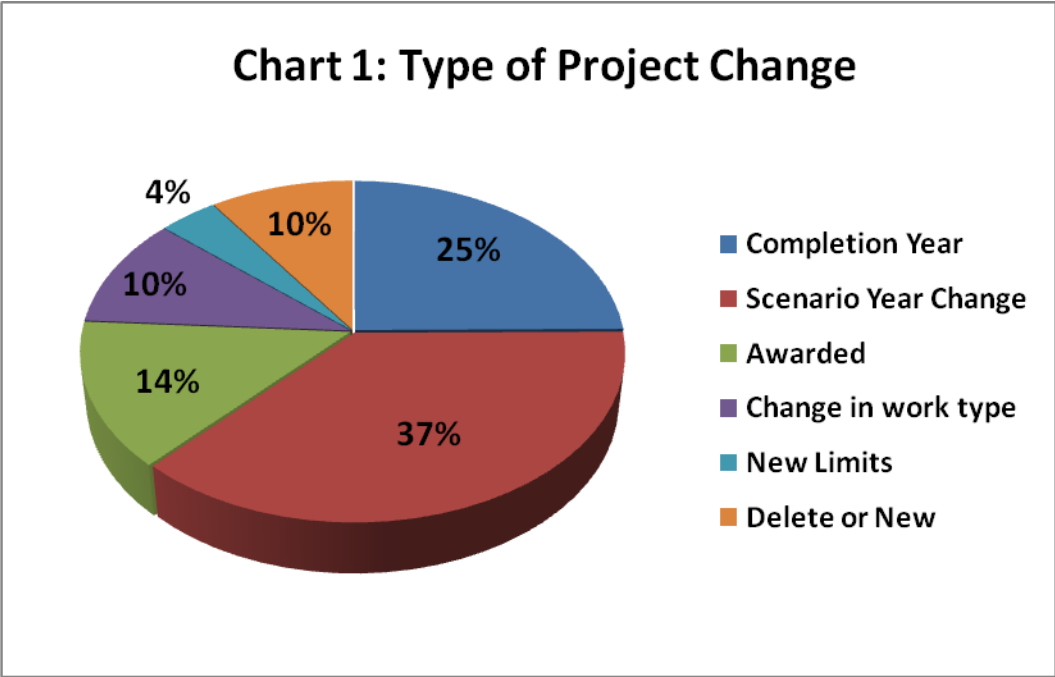
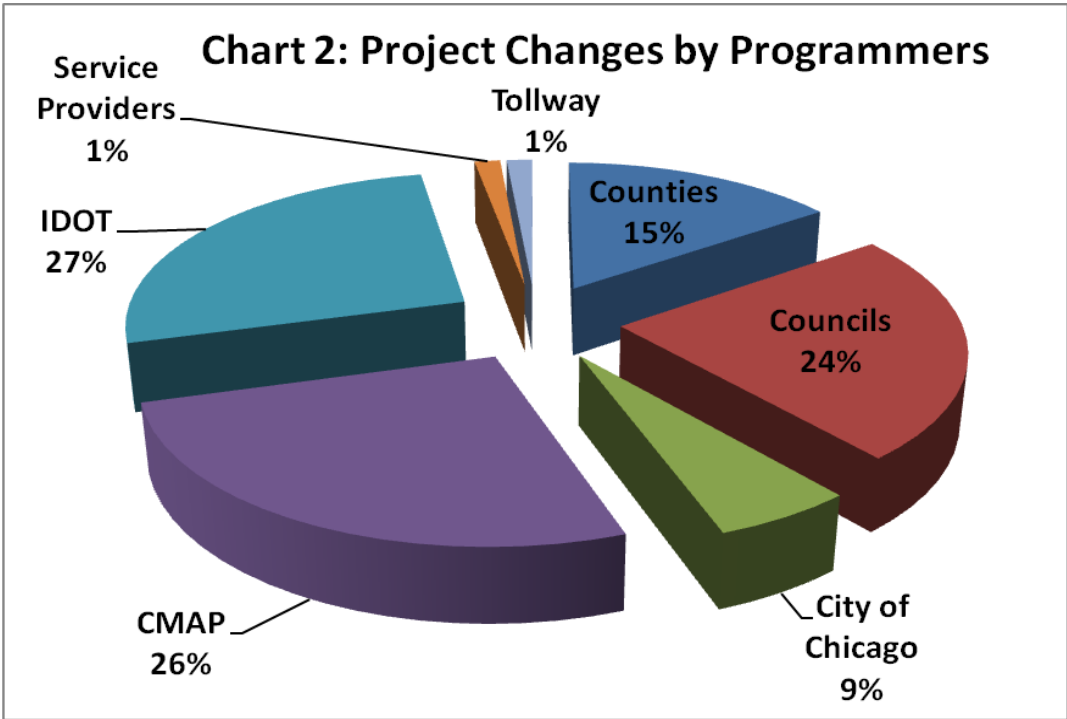


Chart 2 is a break-down of changes submitted by programmer





# Non-Exempt Projects Requiring Conformity Determination

Released for Public Comment on January 6, 2010

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>01-03-0002 Chicago Department of Transportation</b>	CHANGE PROJECT	\$4,732	\$4,732	\$0	0.00%	Scenario Year Change
STONY ISLAND AVE FROM MIDWAY PLAISANCE (COOK) TO 95TH ST (COOK)						
<b>Project Work Types Before Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	CONSTRUCTION	10	\$5,440	\$4,352	
	CMAQ	ENGINEERING	09	\$475	\$380	ENG1/ENG2
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING	09	\$475	\$380	ENG1/ENG2
	CMAQ	CONSTRUCTION	10	\$5,440	\$4,352	
<hr/>						
<b>01-06-0013 Chicago Department of Transportation</b>	CHANGE PROJECT	\$440	\$440	\$0	0.00%	Scenario Year Change
STATE ST FROM 39TH ST (COOK) TO 43RD ST (COOK) CHA @ Robert Taylor						
<b>Project Work Types Before Revision:</b> ENHANCEMENT - LANDSCAPING						
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
<b>Project Work Types After Revision:</b> ENHANCEMENT - LANDSCAPING						
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	HPP	CONSTRUCTION	10	\$550	\$440	
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	10	\$550	\$440	

Project:			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement	
01-94-0063	Chicago Department of Transportation	CHANGE PROJECT	\$8,420	\$8,420	\$0	0.00%	Scenario Year Change	
US 41 LAKE SHORE DR FROM 79TH ST (COOK) TO 92ND ST (COOK)								
Project Work Types Before Revision:		HIGHWAY/ROAD - CORRIDOR IMPROVEMENT HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)						
Project Work Types After Revision:		HIGHWAY/ROAD - CORRIDOR IMPROVEMENT HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		HPP	CONSTRUCTION	10	\$2,003	\$1,620	79TH TO 92ND	
		ILL	CONSTRUCTION	10	\$12,050	\$0	79TH TO 92ND	
		STP-L	CONSTRUCTION	10	\$8,500	\$6,800	S-MOD	
Financial Data After Revision		HPP	CONSTRUCTION	10	\$2,003	\$1,620	79TH TO 92ND	
		ILL	CONSTRUCTION	10	\$12,050	\$0	79TH TO 92ND	
		STP-L	CONSTRUCTION	10	\$8,500	\$6,800	S-MOD	
01-97-0087	Chicago Department of Transportation	CHANGE PROJECT	\$1,492	\$1,492	\$0	0.00%	Scenario Year Change	
BROADWAY & SHERIDAN RD FROM HOLLYWOOD AVE (COOK) TO DEVON (COOK)								
Project Work Types Before Revision:		SIGNALS - INTERCONNECTS AND TIMING						
Project Work Types After Revision:		SIGNALS - INTERCONNECTS AND TIMING						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	ENGINEERING	10	\$365	\$292		
		HPP	CONSTRUCTION	10	\$1,500	\$1,200		
Financial Data After Revision		CMAQ	ENGINEERING	10	\$365	\$292		
		HPP	CONSTRUCTION	10	\$1,500	\$1,200		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>01-97-0088</b> Chicago Department of Transportation 87TH ST FROM WESTERN (COOK) TO I- 94 DAN RYAN EXWY (COOK)	CHANGE PROJECT	\$3,608	\$3,608	\$0	0.00%	Scenario Year Change
<b>Project Work Types Before Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	ENGINEERING	09	\$250	\$200	
	CMAQ	CONSTRUCTION	11	\$3,760	\$3,008	
	HPP	CONSTRUCTION	11	\$500	\$400	
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING	09	\$250	\$200	
	CMAQ	CONSTRUCTION	11	\$3,760	\$3,008	
	HPP	CONSTRUCTION	11	\$500	\$400	
<hr/>						
<b>01-97-0093</b> Chicago Department of Transportation 95TH ST FROM WESTERN AVE (COOK) TO EWING AVE (COOK)	CHANGE PROJECT	\$7,913	\$7,913	\$0	0.00%	Scenario Year Change
<b>Project Work Types Before Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	ENGINEERING	09	\$117	\$93	
	CMAQ	CONSTRUCTION	11	\$9,775	\$7,820	
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING	09	\$117	\$93	
	CMAQ	CONSTRUCTION	11	\$9,775	\$7,820	
<hr/>						
<b>01-02-0032</b> CMAP CENTRAL AVE FROM I- 55 STEVENSON EXPY (COOK/CHICAGO) TO 55TH ST (COOK/CHICAGO) MIDWAY AIRPORT CORRIDOR SIGNAL INTERCONNECT	CHANGE PROJECT	\$686	\$792	\$106	15.45%	Scenario Year Change
<b>Project Work Types Before Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	CONSTRUCTION	09	\$990	\$686	
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	11	\$990	\$792	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>01-06-0006 CMAP</b>	CHANGE PROJECT	\$12,350	\$12,350	\$0	0.00%	Scenario Year Change
CONGRESS PWY FROM FAU Michigan Avenue (COOK) TO FAU Wells Street (COOK) CONGRESS PARKWAY ITS SMART CORRIDOR +						

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING  
 MISCELLANEOUS - EXEMPT PROJECTS  
 SAFETY - LIGHTING  
 PEDESTRIAN FACILITY  
 HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)  
 ADA - FACILITY IMPROVEMENTS

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
 MISCELLANEOUS - EXEMPT PROJECTS  
 SAFETY - LIGHTING  
 PEDESTRIAN FACILITY  
 HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)  
 ADA - FACILITY IMPROVEMENTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	10	\$3,688	\$2,950		
	HPP	CONSTRUCTION	10	\$500	\$400		
	LRA	CONSTRUCTION	10	\$9,000	\$9,000		
Financial Data After Revision	CMAQ	CONSTRUCTION	10	\$3,688	\$2,950		
	HPP	CONSTRUCTION	10	\$500	\$400		
	LRA	CONSTRUCTION	10	\$9,000	\$9,000		

<b>01-08-0003 CMAP</b>	CHANGE PROJECT	\$1,920	\$1,920	\$0	0.00%	Scenario Year Change
SIGNAL CONRTOLLER AND UPGRADE TIMING AT						

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-II	09	\$400	\$320		
	CMAQ	CONSTRUCTION	09	\$2,000	\$1,600		
Financial Data After Revision	CMAQ	IMPLEMENTATION	11	\$400	\$320		
	CMAQ	CONSTRUCTION	11	\$2,000	\$1,600		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>01-09-0003 CMAP</b>	CHANGE PROJECT	\$8,000	\$8,000	\$0	0.00%	Scenario Year Change
MORGAN ST STATION-GREEN/PINK LINES FROM (COOK/CHICAGO) MORGAN ST AT LAKE STREET						
<b>Project Work Types Before Revision:</b> STATION - NEW						
<b>Project Work Types After Revision:</b> STATION - NEW						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	CONSTRUCTION	09	\$32,000	\$8,000	<b>Awarded</b>
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	10	\$32,000	\$8,000	
<hr/>						
<b>01-97-0085 CMAP</b>	CHANGE PROJECT	\$3,170	\$3,170	\$0	0.00%	Scenario Year Change
STREETERVILLE FROM (COOK/CHICAGO) ILLINOIS CENTER						
<b>Project Work Types Before Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	CONSTRUCTION	09	\$3,958	\$3,170	<b>Awarded</b>
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	10	\$3,958	\$3,170	
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<b>01-98-0080 CMAP</b>	CHANGE PROJECT	\$2,301	\$2,301	\$0	0.00%	Scenario Year Change
US 14 PETERSON FROM IL 50 CICERO AVE (COOK/CHICAGO) TO RIDGE AVE (COOK/CHICAGO)						
<b>Project Work Types Before Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	CMAQ	IMPLEMENTATION	09	\$2,877	\$2,301	ENG/CONST
<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	11	\$2,877	\$2,301	ENG/CONST
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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>02-02-9001 CMAP</b>		CHANGE PROJECT	\$14,108	\$14,108	\$0	0.00%	Scenario Year Change
YELLOW LINE EXTENSION FROM DEMPSTER ST (COOK) TO OLD ORCHARD RD (COOK) AND NEW INLINE STATIONS ALONG EXISTING LINE							
<b>RTP PROJECT</b>							
<b>Project Work Types Before Revision:</b>		RAIL LINE - EXTEND LINE STATION - NEW					
<b>Project Work Types After Revision:</b>		RAIL LINE - EXTEND LINE STATION - NEW					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		CMAQ	IMPLEMENTATION	09	\$17,635	\$14,108	OAKTON NEW STATION
<b>Financial Data After Revision</b>		CMAQ	IMPLEMENTATION	10	\$17,635	\$14,108	OAKTON NEW STATION
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<b>02-04-0003 CMAP</b>		CHANGE PROJECT	\$649	\$649	\$0	0.00%	Scenario Year Change
CHICAGO AVE FROM GROVE ST (COOK) TO SOUTH BLV (COOK)							
<b>Project Work Types Before Revision:</b>		SIGNALS - INTERCONNECTS AND TIMING					
<b>Project Work Types After Revision:</b>		SIGNALS - INTERCONNECTS AND TIMING					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		CMAQ	CONSTRUCTION	10	\$1,030	\$649	Includes E3
<b>Financial Data After Revision</b>		CMAQ	CONSTRUCTION	10	\$1,030	\$649	Includes E3
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>07-08-0002 CMAP</b>	CHANGE PROJECT	\$452	\$452	\$0	0.00%	Scenario Year Change
NEW COMMUTER PARKING LOT FROM 171ST ST (COOK/HAZEL CREST) TO PARK AVE (COOK/HAZEL CREST)						

**Project Work Types Before Revision:** PARKING - EXPAND NUMBER OF SPACES

**Project Work Types After Revision:** PARKING - EXPAND NUMBER OF SPACES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$400	\$320		
	CMAQ	ENGINEERING-I	09	\$25	\$20		A
	CMAQ	ROW ACQUISITION	09	\$110	\$88		
	CMAQ	ENGINEERING-II	09	\$30	\$24		
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING-I	09	\$25	\$20	awarded	
	CMAQ	CONSTRUCTION	11	\$400	\$320		
	CMAQ	ROW ACQUISITION	11	\$110	\$88		
	CMAQ	ENGINEERING-II	11	\$30	\$24		

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<b>07-08-0003 CMAP</b>	CHANGE PROJECT	\$1,600	\$1,600	\$0	0.00%	Scenario Year Change
IL 83 147TH ST FROM HOMAN AVE (COOK/Midlothian) TO WESTERN AV (COOK/Posen)						

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$2,000	\$1,600	Awarded	A
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$2,000	\$1,600	Awarded	

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<b>07-10-0003 CMAP</b>	NEW PROJECT	\$408	\$408	999.99%	New Project
Lincoln Highway					

**Project Work Types Before Revision:**

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
PEDESTRIAN FACILITY

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	10	\$510	\$408
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>08-10-0003 CMAP</b> Glen Ellyn Rd	NEW PROJECT		\$440	\$440	999.99%	New Project

Project Work Types Before Revision:

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision

Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$40	\$32
	CMAQ	CONSTRUCTION	11	\$510	\$408

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<b>08-10-0004 CMAP</b> Geneva Rd	NEW PROJECT		\$484	\$484	999.99%	New Project
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Project Work Types Before Revision:

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision

Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$40	\$32
	CMAQ	CONSTRUCTION	11	\$565	\$452

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<b>09-01-0004 CMAP</b> ORCHARD RD FROM US 30 (KANE) TO INDIAN TRAIL (KANE)	CHANGE PROJECT		\$368	\$368	\$0	0.00%	Scenario Year Change
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Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	12	\$460	\$368		
Financial Data After Revision	CMAQ	CONSTRUCTION	12	\$460	\$368		

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-08-0006 CMAP RANDALL RD/ HUNTLEY RD	NEW PROJECT		\$2,808	\$2,808	999.99%	New Project

Project Work Types Before Revision:

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision

Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$130	\$104	awarded
	CMAQ	ENGINEERING-II	10	\$108	\$104	AWARDED
	CMAQ	ENGINEERING	11	\$148	\$118	E3
	CMAQ	CONSTRUCTION	11	\$1,488	\$1,190	
	CMAQ	ENGINEERING	11	\$148	\$102	E3
	CMAQ	CONSTRUCTION	11	\$1,488	\$1,190	

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09-09-0005 CMAP	CHANGE PROJECT	\$103	\$103	\$0	0.00%	Scenario Year Change
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KIMBAL ST/NATIONAL ST FROM STATE ST (KANE/ELGIN) TO DUNDEE AVE/VILLA ST (KANE/ELGIN)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$129	\$103		
Financial Data After Revision	CMAQ	CONSTRUCTION	11	\$129	\$103		

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09-09-0011 CMAP	CHANGE PROJECT	\$540	\$540	\$0	0.00%	Scenario Year Change
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ORCHARD RD FROM RANDALL RD (KANE/NORTH AURORA) TO US 30 ROCHESTER DR (KANE/MONTGOMERY)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	10	\$606	\$484		
	CMAQ	ENGINEERING-II	09	\$70	\$56		
Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$70	\$56		
	CMAQ	CONSTRUCTION	11	\$606	\$484		

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-09-0012 CMAP		CHANGE PROJECT	\$802	\$802	\$0	0.00%	Scenario Year Change
RANDALL RD FROM DEAN ST (KANE/ST CHARLES) TO MAIN ST (KANE/BATAVIA)							
Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING							
Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	10	\$902	\$722	
		CMAQ	ENGINEERING-II	09	\$100	\$80	
Financial Data After Revision		CMAQ	ENGINEERING-II	10	\$100	\$80	
		CMAQ	CONSTRUCTION	11	\$902	\$722	
<hr/>							
09-10-0004 CMAP		NEW PROJECT			\$112	\$112	999.99% New Project
North Ave							
Project Work Types Before Revision:							
Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING							
Financial Data Before Revision							
Financial Data After Revision		CMAQ	ENGINEERING-II	10	\$16	\$13	
		CMAQ	CONSTRUCTION	11	\$119	\$99	
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09-10-0005 CMAP		NEW PROJECT			\$1,737	\$1,737	999.99% New Project
Dunham/Kirk Rd							
Project Work Types Before Revision:							
Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING							
Financial Data Before Revision							
Financial Data After Revision		CMAQ	ENGINEERING-II	10	\$144	\$120	
		CMAQ	CONSTRUCTION	11	\$1,940	\$1,617	
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>09-10-0006 CMAP</b> Farnsworth Ave	NEW PROJECT		\$1,076	\$1,076	999.99%	New Project

**Project Work Types Before Revision:**

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	CMAQ	ENGINEERING-II	10	\$96	\$80
	CMAQ	CONSTRUCTION	11	\$1,195	\$996

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<b>10-04-0003 CMAP</b> SHERIDAN RD	NEW PROJECT		\$2,232	\$2,232	999.99%	New Project
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**Project Work Types Before Revision:**

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	10	\$1,395	\$1,116	ENG-1/ENG-2/CONST
	CMAQ	IMPLEMENTATION	10	\$1,395	\$1,116	

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<b>10-06-0005 CMAP</b> Highland Park Interconnects	NEW PROJECT		\$2,723	\$2,723	999.99%	New Project
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**Project Work Types Before Revision:**

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	11	\$3,404	\$2,723
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>10-09-0007 CMAP</b> ROLLINS RD FROM US 12 (LAKE) TO LOTUS DR (LAKE)	DELETE PROJECT	\$1,348		(\$1,348)	-100.00%	Project Deleted

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	10	\$1,685	\$1,348	E2/CONST	

**Financial Data After Revision**

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<b>10-09-0008 CMAP</b> IL 83 Mundelein Road FROM US 45 (LAKE/656) TO WESTMORELAND DR (LAKE/656)	CHANGE PROJECT	\$442	\$1,790	\$1,348	304.98%	Scenario Year Change
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**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	10	\$552	\$442	E2/CONST	
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	10	\$1,685	\$1,348		
	CMAQ	CONSTRUCTION	11	\$552	\$442	CONST	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>07-94-0027 Cook County Highway Department</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
JOE ORR ROAD REALIGNMENT/EXTENSION FROM STONEY ISLAND AVE (COOK) TO BURNHAM AVE (COOK)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - NEW ROAD  
HIGHWAY/ROAD - EXTEND ROAD  
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)

**Project Work Types After Revision:** HIGHWAY/ROAD - NEW ROAD  
HIGHWAY/ROAD - EXTEND ROAD  
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	09	\$2,400	\$0	GLENWOD DYER TO BURNHAM	
	MFT-ALL	CONSTRUCTION	10	\$2,400	\$0	TORRENCE TO GLENWOOD DY	
<b>Financial Data After Revision</b>	MFT-ALL	CONSTRUCTION	10	\$2,400	\$0	GLENWOD DYER TO BURNHAM	
	MFT-ALL	CONSTRUCTION	10	\$2,400	\$0	TORRENCE TO GLENWOOD DY	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
STP-L	ROW ACQUISITION	MYB	\$610	\$427		
MFT-ALL	CONSTRUCTION	MYB	\$6,400	\$0	STONY ISLAND TO TORRENCE	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>07-06-0015 IDOT District 1 Division of Highways</b>	CHANGE PROJECT	\$9,205	\$9,205	\$0	0.00%	Scenario Year Change
CICERO AVE TRAFFIC SIGNALS AT VARIOUS LOCATIONS 207TH ST;VILLAGE COMMONS; US 30 & RIDGELAND AVE						

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING  
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	10	\$9,800	\$8,820	1773270000; S-MOD I-80: CENTE	
	HPP	CONSTRUCTION	09	\$350	\$280	MATCH W ILL 1772270000 NEW	
	STP-U	CONSTRUCTION	09	\$270	\$105	MATCH W ILL 1772270000 NEW	
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	09	\$350	\$280	MATCH W ILL 1772270000 NEW	
	STP-U	CONSTRUCTION	09	\$270	\$105	MATCH W ILL 1772270000 NEW	
	HPP	CONSTRUCTION	10	\$9,800	\$8,820	1773270000; S-MOD I-80: CENTE	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>08-00-0008 IDOT District 1 Division of Highways</b>	DELETE PROJECT	\$3,009		(\$3,009)	-100.00%	Project Deleted
IL 53 FROM IL 64 NORTH AVE (DUPAGE/LOMBARD) TO IL 38 ROOSEVELT RD (DUPAGE/GLEN ELLYN)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
 BICYCLE FACILITY  
 HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	CONSTRUCTION	09	\$3,500	\$2,800	1710930300	
	CMAQ	IMPLEMENTATION	09	\$262	\$209	BIKE FAC-ENG2/CONST	
	ILL	ENGINEERING-I	09	\$420	\$0	1710930121	
	ILL	ROW ACQUISITION	09	\$100	\$0	53@64 1772160004	

**Financial Data After Revision**

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-00-0010 IDOT District 1 Division of Highways BUTTERFIELD RD	NEW PROJECT		\$96,140	\$96,140	999.99%	New Project

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
BICYCLE FACILITY  
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WPTH, OR LANE  
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

**Financial Data Before Revision**

Financial Data After Revision	ILL	ENGINEERING-I	09	\$500	\$0	1708630115
	ILL	ENGINEERING-II	09	\$500	\$0	1708630112
	ILL	ENGINEERING-I	09	\$500	\$0	1708630115
	ILL	ENGINEERING-I	09	\$207	\$0	1708630117
	ILL	ROW ACQUISITION	09	\$4,300	\$0	1708630763
	ILL	ENGINEERING-II	09	\$500	\$0	1708630112
	ILL	ROW ACQUISITION	09	\$4,300	\$0	1708630763
	ILL	ENGINEERING-I	09	\$207	\$0	1708630117
	NHS	CONSTRUCTION	09	\$28,100	\$22,480	WINFIELD TO NAPERVILLE; 170
	NHS	CONSTRUCTION	09	\$28,100	\$22,480	WINFIELD TO NAPERVILLE; 170
	ILL	ENGINEERING-II	10	\$200	\$0	1708630118
	ILL	ENGINEERING-II	10	\$200	\$0	1708630118
	NHS	CONSTRUCTION	10	\$31,000	\$24,800	59 TO WINFIELD; 1708630500
	NHS	CONSTRUCTION	10	\$31,000	\$24,800	59 TO WINFIELD; 1708630500
	CMAQ	CONSTRUCTION	11	\$987	\$790	FROM 08-06-0001 FOR BICYCLE
	CMAQ	CONSTRUCTION	11	\$987	\$790	FROM 08-06-0001 FOR BICYCLE
	ILL	ENGINEERING	11	\$1,970	\$0	59 TO WINFIELD; CE; 170863055
	ILL	ENGINEERING	11	\$1,970	\$0	59 TO WINFIELD; CE; 170863056
	ILL	ENGINEERING	11	\$1,275	\$0	WINFIELD TO NAPERVILLE; CE;
	ILL	ENGINEERING	11	\$1,275	\$0	WINFIELD TO NAPERVILLE; CE;
	ILL	ENGINEERING	11	\$1,970	\$0	59 TO WINFIELD; CE; 170863055
	ILL	ENGINEERING	11	\$1,970	\$0	59 TO WINFIELD; CE; 170863056
	ILL	ENGINEERING	11	\$1,275	\$0	WINFIELD TO NAPERVILLE; CE;
	ILL	ENGINEERING	11	\$1,275	\$0	WINFIELD TO NAPERVILLE; CE;

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

ILL	ROW ACQUISITION	MYB	\$20	\$0	59 TO NAPERVILLE; 1708630411
ILL	ROW ACQUISITION	MYB	\$20	\$0	59 TO NAPERVILLE; 1708630411



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>09-00-0034 IDOT District 1 Division of Highways</b> US 20 FROM PLANK RD (KANE) TO WELD RD (KANE)	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Work Types Changed

**Project Work Types Before Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	10	\$1,850	\$0	1765990100	
<b>Financial Data After Revision</b>	ILL	CONSTRUCTION	10	\$1,850	\$0	1765990100	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
ILL	ROW ACQUISITION	MYB	\$200	\$0	1765990516	

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<b>09-10-0017 IDOT District 1 Division of Highways</b> GALENA BLVD	NEW PROJECT		\$560	\$560	999.99%	New Project
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**Project Work Types Before Revision:**

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-U	CONSTRUCTION	11	\$350	\$280	1771420200/ ILL 56 E RAMPS
	STP-U	CONSTRUCTION	11	\$350	\$280	1771420100/ ILL 56 W RAMPS

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-94-0009 IDOT District 1 Division of Highways US 30/ ILL 31	NEW PROJECT		\$37,446	\$37,446	999.99%	New Project

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
 NOISE ATTENUATION  
 SAFETY - LIGHTING  
 SIGNALS - MODERNIZATION  
 BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS  
 HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILL	ENGINEERING-II	10	\$1,612	\$0	1-60015-4002
	ILL	ROW ACQUISITION	10	\$593	\$0	1-60015-4001
	ILL	ENGINEERING-II	10	\$2,038	\$0	1-71108-0108
	ILL	ROW ACQUISITION	10	\$593	\$0	1-71108-0106
	ILL	ENGINEERING	12	\$2,015	\$0	1-60015-4003
	ILL	ENGINEERING	12	\$2,548	\$0	1-71108-0109
	NHS	CONSTRUCTION	12	\$21,330	\$17,064	1-60015-4000
	STP-U	CONSTRUCTION	12	\$25,478	\$20,382	1-71108-0100

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>10-06-0048 IDOT District 1 Division of Highways</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Work Types Changed
I- 94 /US 41 FROM WISCONSIN STATE LINE (LAKE) US 41 (LAKE)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - RECONSTRUCT IN KIND  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
INTERCHANGE - RECONSTRUCTION  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ENGINEERING-I	10	\$1,000	\$0	1771220105	
	ILL	ENGINEERING-I	09	\$500	\$0	1771220104	
<b>Financial Data After Revision</b>	ILL	ENGINEERING-I	09	\$500	\$0	1771220104	
	ILL	ROW ACQUISITION	10	\$100	\$0	1-77122-1511	
	ILL	ENGINEERING-I	10	\$1,000	\$0	1771220105	
	ILL	ENGINEERING-II	11	\$5,000	\$0	1-77122-0200	
	ILL	ROW ACQUISITION	12	\$6,000	\$0	1-77122-0511	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
I-M	CONSTRUCTION	MYB	\$25,000	\$22,500	STATE LINE TO RUSSELL H-RCI	
ILL	ENGINEERING	MYB	\$6,000	\$0	1-77122-0300	
I-M	CONSTRUCTION	MYB	\$40,000	\$36,000	1-77122-0400	

<b>10-09-0023 IDOT District 1 Division of Highways</b>	DELETE PROJECT	\$11,200	(\$11,200)	-100.00%	Project Deleted
I- 94 TRI-STATE TOLLWAY FROM RUSSELL RD (LAKE/WADSWORTH) TO IL 173 ROSECRANS RD (LAKE/WADSWORTH)					

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
BRIDGE/STRUCTURE - REPLACE  
INTERCHANGE - RECONSTRUCTION

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ENGINEERING-I	10	\$1,000	\$0		
	ILL	ENGINEERING-I	09	\$500	\$0		
	NHS	ENGINEERING-II	11	\$14,000	\$11,200	PTB 148-001. P-91-404-08	

**Financial Data After Revision**

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
12-09-0118 IDOT District 1 Division of Highways I- 80 I-80 FROM US 30 LINCOLN HIGHWAY (WILL/556) TO US 45 96TH AVE (WILL/556)	DELETE PROJECT	\$45,000		(\$45,000)	-100.00%	Project Deleted

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES  
SAFETY - LIGHTING  
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Project Work Types After Revision:

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	I-M	CONSTRUCTION	11	\$50,000	\$45,000	1772470300	

Financial Data After Revision

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12-06-0071 IDOT District 1 Local Roads MISSISSIPPI AVE FROM LINCOLN ST (WILL/ELWOOD) TO WOOD ST (WILL/ELWOOD)	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
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Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ENGINEERING	10	\$50	\$0	1766060900	
	ILL	CONSTRUCTION	10	\$400	\$0	1766060901	
Financial Data After Revision	ILL	ENGINEERING	10	\$50	\$0	1766060900	
	ILL	CONSTRUCTION	10	\$400	\$0	1766060901	

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12-06-0072 IDOT District 1 Local Roads MISSISSIPPI AVE FROM WOOD ST (WILL/ELWOOD) TO ST LOUIS ST (WILL/ELWOOD)	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
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Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ENGINEERING	10	\$30	\$0	1766060960	
	ILL	CONSTRUCTION	10	\$270	\$0	1766060961	
Financial Data After Revision	ILL	ENGINEERING	10	\$30	\$0	1766060960	
	ILL	CONSTRUCTION	10	\$270	\$0	1766060961	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>12-06-0084 IDOT District 1 Local Roads</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
RIVER RD FROM BLACK RD (WILL/SHOREWOOD) US 52 (WILL/SHOREWOOD)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Project Work Types After Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ENGINEERING-II	09	\$71	\$0	1104950000	
	ILL	CONSTRUCTION	09	\$1,905	\$0		
<b>Financial Data After Revision</b>	ILL	ENGINEERING-II	09	\$71	\$0	1104950000	
	ILL	CONSTRUCTION	09	\$1,905	\$0		

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<b>09-10-0013 IDOT District 3 Division of Highways</b>	NEW PROJECT		\$22,760	\$22,760	999.99%	New Project
US 34						

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
SAFETY - GUARDRAILS  
SIGNALS - MODERNIZATION  
BRIDGE/STRUCTURE - REPLACE  
HIGHWAY/ROAD - CURB AND GUTTER

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	NCP	ROW ACQUISITION	10	\$2,000	\$1,800
	NCP	ENGINEERING-II	10	\$1,200	\$960
	ILL	ENGINEERING	12	\$1,000	
	NCP	CONSTRUCTION	12	\$25,000	\$20,000

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-03-0001 Kane County Division of Transportation RANDALL RD	NEW PROJECT		\$5,366	\$5,366	999.99%	New Project

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
BICYCLE FACILITY  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	CMAQ	ROW ACQUISITION	10	\$300	\$240	
	CMAQ	ENGINEERING-II	10	\$254	\$203	
	CMAQ	ROW ACQUISITION	10	\$300	\$240	
	CMAQ	ENGINEERING-II	10	\$254	\$203	
	CMAQ	CONSTRUCTION	11	\$2,800	\$2,240	E3 INCLUDED
	CMAQ	CONSTRUCTION	11	\$2,800	\$2,240	E3 INCLUDED

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09-00-0028 Kane/Kendall Council of Mayors	CHANGE PROJECT	\$2,519	\$2,519	\$0	0.00%	Scenario Year Change
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FAU 1550 GAME FARM RD/SOMONAUK ST FROM US 34 (KENDALL/687) IL 47 (KENDALL/687)

**Project Work Types Before Revision:** PEDESTRIAN FACILITY  
HIGHWAY/ROAD - RECONSTRUCT IN KIND  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Project Work Types After Revision:** PEDESTRIAN FACILITY  
HIGHWAY/ROAD - RECONSTRUCT IN KIND  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	12	\$4,730	\$2,344		
	STP-L	ROW ACQUISITION	10	\$350	\$175		
<b>Financial Data After Revision</b>	STP-L	ROW ACQUISITION	10	\$350	\$175		
	STP-L	CONSTRUCTION	12	\$4,730	\$2,344		

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>09-06-0019 Kane/Kendall Council of Mayors</b> GOLFVIEW LANE FROM IL 25 (KANE) IL 68 (KANE)	CHANGE PROJECT	\$1,659	\$1,659	\$0	0.00%	Scenario Year Change
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	GEN-OP	ENGINEERING-II	10	\$182	\$0	
	MFT-ALL	ENGINEERING-I	09	\$152	\$0	AWARDED
	STP-L	CONSTRUCTION	11	\$3,696	\$1,659	
<b>Financial Data After Revision</b>	MFT-ALL	ENGINEERING-I	09	\$152	\$0	AWARDED
	GEN-OP	ENGINEERING-II	10	\$182	\$0	
	STP-L	CONSTRUCTION	11	\$3,696	\$1,659	
<hr/>						
<b>09-06-0020 Kane/Kendall Council of Mayors</b> MAIN STREET FROM RANDALL RD (KANE) TO IL 31 BATAVIA AVE (KANE)	CHANGE PROJECT	\$250	\$250	\$0	0.00%	Scenario Year Change
<b>Project Work Types Before Revision:</b> PEDESTRIAN FACILITY SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
<b>Project Work Types After Revision:</b> PEDESTRIAN FACILITY SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	GEN-OP	ENGINEERING-II	11	\$490	\$0	
	STP-L	ROW ACQUISITION	11	\$509	\$250	
<b>Financial Data After Revision</b>	GEN-OP	ENGINEERING-II	11	\$490	\$0	
	STP-L	ROW ACQUISITION	11	\$509	\$250	
<hr/>						
<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
	STP-L	CONSTRUCTION	MYB	\$6,747	\$2,250	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>09-06-0025 Kane/Kendall Council of Mayors</b>	CHANGE PROJECT	\$1,659	\$1,659	\$0	0.00%	Scenario Year Change
KEYES FROM STATE ST (KANE) TO INDUSTRIAL DRIVE (KANE) FROM STATE ST WEST 2750 FT						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment      Awarded</b>
	HPP	CONSTRUCTION	12	\$2,605	\$1,438	
	HPP	ENGINEERING-II	10	\$226	\$181	
	HPP	ROW ACQUISITION	10	\$50	\$40	
<b>Financial Data After Revision</b>	HPP	ENGINEERING-II	10	\$226	\$181	
	HPP	ROW ACQUISITION	10	\$50	\$40	
	HPP	CONSTRUCTION	12	\$2,605	\$1,438	
<hr/>						
<b>09-94-0017 Kane/Kendall Council of Mayors</b>	NEW PROJECT			\$308	\$308	999.99% New Project
MCLEAN BLVD						
<b>Project Work Types Before Revision:</b>						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - ADD LANES						
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION						
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
<b>Financial Data Before Revision</b>						
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	10	\$193	\$154	BIKE FAC.
	CMAQ	CONSTRUCTION	10	\$193	\$154	signal interconnect
<hr/>						



Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-06-0012	McHenry County Council of Mayors	CHANGE PROJECT	\$1,000	\$1,000	\$0	0.00%	Scenario Year Change
PINGREE RD FROM UP RR TRACK (MCHENRY) TO CONGRESS PKWY (MCHENRY)							
Project Work Types Before Revision: SIGNALS - MODERNIZATION							
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT							
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES							
Project Work Types After Revision: SIGNALS - MODERNIZATION							
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT							
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	11	\$2,177	\$1,000	Awarded
Financial Data After Revision		STP-L	CONSTRUCTION	11	\$2,177	\$1,000	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement	
11-07-0001	McHenry County Council of Mayors	CHANGE PROJECT	\$5,134	\$5,134	\$0	0.00%	Scenario Year Change	
VIRGINIA RD (FAU 121) FROM IL 31 (FAU 3887) (MCHENRY) KLASEN RD (FAU 53) Park&Ride lot in SW quadrant								
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT PARKING - NEW LOT OR GARAGE						
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT PARKING - NEW LOT OR GARAGE						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	CONSTRUCTION	10	\$320	\$320	PARK & RIDE	
		CMAQ	ENGINEERING-II	09	\$30	\$30	PARK & RIDE	
		HPP	CONSTRUCTION	10	\$480	\$384	CONSTRUCTION ENGINEERING	
		HPP	CONSTRUCTION	10	\$3,700	\$2,960	1766810200; VIRGINIA/KLASEN	
		HPP	ENGINEERING-II	09	\$450	\$360	1766810202	
		HPP	ROW ACQUISITION	09	\$250	\$200		
		STP-L	CONSTRUCTION	10	\$1,900	\$880	1766810200; VIRGINIA/KLASEN	
Financial Data After Revision		HPP	ENGINEERING-II	09	\$450	\$360	1766810202	
		HPP	ROW ACQUISITION	09	\$250	\$200		
		CMAQ	CONSTRUCTION	10	\$284	\$284	PARK & RIDE	
		CMAQ	ENGINEERING-II	10	\$66	\$66	PARK & RIDE	
		HPP	CONSTRUCTION	10	\$480	\$384	CONSTRUCTION ENGINEERING	
		HPP	CONSTRUCTION	10	\$3,700	\$2,960	1766810200; VIRGINIA/KLASEN	
		STP-L	CONSTRUCTION	10	\$1,900	\$880	1766810200; VIRGINIA/KLASEN	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-03-0019	McHenry County Division of Transportation	CHANGE PROJECT	\$7,726	\$7,726	\$0	0.00%	Scenario Year Change
WALKUP RD FROM BULL VALLEY RD (MCHENRY) IL 176 (MCHENRY)							
Project Work Types Before Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS							
BICYCLE FACILITY							
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT							
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES							
Project Work Types After Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS							
BICYCLE FACILITY							
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT							
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES							
Financial Data Before Revision							
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	10	\$14,700	\$7,132	ROAD SEGMENT PORTION	
	STP-L	CONSTRUCTION	11	\$2,970	\$594	INTERSECTION IMPROVEMENT,	
Financial Data After Revision							
	CMAQ	CONSTRUCTION	10	\$14,700	\$7,132	ROAD SEGMENT PORTION	
	STP-L	CONSTRUCTION	11	\$2,970	\$594	INTERSECTION IMPROVEMENT,	
18-10-0780 Metra							
		NEW PROJECT			\$4,967	\$4,967	999.99% New Project
BNSF line from Aurora to Oswego							
Project Work Types Before Revision:							
Project Work Types After Revision: RAIL LINE - EXTEND LINE							
Financial Data Before Revision							
Financial Data After Revision							
	SEC330	ENGINEERING-II	10	\$2,000	\$2,000	Final Design (Contract) FFY Appro	
	SEC330	ENGINEERING-I	10	\$1,000	\$1,000	Preliminary design (Contract) FFY	
	SEC330	Alternatives Analysis	10	\$1,867	\$1,867	Planning FFY Approp 03	
	SEC330	ENGINEERING-II	10	\$100	\$100	Final Design (Force Account) FFY	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>03-08-0009 Northwest Council of Mayors</b> WRIGHT BLVD FROM WISE ROAD (COOK) TO IL 19 IRVING PARK ROAD (COOK)	CHANGE PROJECT	\$4,299	\$4,299	\$0	0.00%	Scenario Year Change
<b>Project Work Types Before Revision:</b> BICYCLE FACILITY HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
<b>Project Work Types After Revision:</b> BICYCLE FACILITY HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	LRA	CONSTRUCTION	10	\$752	\$752	<b>Awarded</b>
	STP-L	CONSTRUCTION	10	\$5,600	\$3,547	
<b>Financial Data After Revision</b>	LRA	CONSTRUCTION	10	\$752	\$752	
	STP-L	CONSTRUCTION	10	\$5,600	\$3,547	
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<b>07-00-0033 South Council of Mayors</b> CENTRAL AVE FROM US 30 LINCOLN HWY (COOK) TO SAUK TRAIL (COOK)	DELETE PROJECT	\$3,702		(\$3,702)	-100.00%	Project Deleted
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CURB AND GUTTER						
<b>Project Work Types After Revision:</b>						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	STP-L	CONSTRUCTION	09	\$4,950	\$3,465	<b>Awarded</b>
	STP-L	ENGINEERING-II	10	\$338	\$237	
<b>Financial Data After Revision</b>						
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
12-00-0106 Will County Council of Mayors	DELETE PROJECT	\$180		(\$180)	-100.00%	Project Deleted
CATON FARM RD FROM COUNTY LINE RD (WILL/JOLIET) IL 59 (WILL/JOLIET)						

Project Work Types Before Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS  
HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision:

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-U	CONSTRUCTION	11	\$200	\$180	KENDALL LINE TO IL 59	

Financial Data After Revision

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Totals for	58 Projects			\$171,986	\$288,568	\$116,582	67.8%
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The 2010, 2020 and 2030 highway networks were coded to include the project changes listed in the Non-Exempt Projects Requiring Conformity Determination report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by speed and facility type for eight vehicle classes was expanded to the twenty-eight vehicle types needed for use with USEPA's MOBILE model. The on-road emission estimates are the sum of those emissions for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are no SIP budgets for annual direct PM<sub>2.5</sub> and NO<sub>x</sub> emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combined direct PM<sub>2.5</sub> and NO<sub>x</sub> emissions remain below emissions estimates for 2002, the baseline year.

## Northeastern Illinois Transportation Improvement Program March 9, 2010 Amendment Conformity Analysis Summary Results

### PM<sub>2.5</sub>

Year	Annual VMT	Fine Particulate Matter				Nitrogen Oxides			
		Global rate (gm/mi)	Tons	Northwest Indiana	Nonattainment area Total	Global rate (gm/mi)	Tons	Northwest Indiana	Nonattainment area Total
2002	58,696,684,998	0.0475	<b>3,070.78</b>	<b>562.64</b>	<b>3,633.42</b>	2.5908	<b>167,630.81</b>	<b>30,397.97</b>	<b>198,028.78</b>
2010	62,631,712,211	0.0240	<b>1,660.16</b>	<b>158.90</b>	<b>1,819.06</b>	1.1760	<b>81,188.47</b>	<b>8,442.66</b>	<b>89,631.13</b>
2020	66,983,178,888	0.0138	<b>1,020.09</b>	<b>114.32</b>	<b>1,134.41</b>	0.3580	<b>26,430.17</b>	<b>3,004.68</b>	<b>29,434.85</b>
2030	71,705,929,333	0.0126	<b>999.29</b>	<b>116.46</b>	<b>1,115.75</b>	0.2346	<b>18,539.79</b>	<b>2,065.23</b>	<b>20,605.02</b>

### Ozone

Year	Summer Day VMT	VOC			NO <sub>x</sub>		
		Global rate (gm/mi)	Tons	SIP	Global rate (gm/mi)	Tons	SIP
2007	176,951,339	0.6238862	<b>121.69</b>	127.42	1.4346931	<b>279.84</b>	280.40
2010	181,942,965	0.4646997	<b>93.20</b>	127.42	1.0871627	<b>218.04</b>	280.40
2020	194,586,055	0.2393749	<b>51.34</b>	127.42	0.3297646	<b>70.73</b>	280.40
2030	208,314,189	0.2266075	<b>52.03</b>	127.42	0.2116283	<b>48.60</b>	280.40

### Notes

Off-model benefits are not included in the total emissions estimates  
NIRPC values from analysis of December, 2008  
2007 ozone values from conformity analysis approved in October, 2006

Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	09	500	400	4343 Positive train control
			ILLT	IMPLEMENTATION	11	15000	0	p-018, 4343
			ILLT	IMPLEMENTATION	12	25000	0	p-018, 4343
			ILLT	IMPLEMENTATION	13	30000	0	p-018, 4343
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change
18-09-5200		Metra Change	\$5220	\$5220		\$ 0		0%
Rehab Stations & Parking - Regionwide AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE PARKING - MAINTAIN, REHABILITATE, REPLACE					
Project Work Types After Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE PARKING - MAINTAIN, REHABILITATE, REPLACE RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			TRA	IMPLEMENTATION	09	2767	2767	4377, 4376, 4374, 4375 - ARRA
			5307	IMPLEMENTATION	10	3066	2453	P-520
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	10	3066	2453	P-520
			TRA	IMPLEMENTATION	09	2767	2767	4377, 4376, 4374, 4375 - ARRA
			ILLT	IMPLEMENTATION	11	50850	0	p-046
			ILLT	IMPLEMENTATION	12	60200	0	p-046
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percentage Change
18-10-0046		Metra Change	\$12000	\$12000		\$ 0		0%
Regionwide AT								
Completion Year Before Revision:			2020					
Completion Year After Revision:			2020					
Project Work Types Before Revision:			PARKING - MAINTAIN, REHABILITATE, REPLACE RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE					
Project Work Types After Revision:			PARKING - MAINTAIN, REHABILITATE, REPLACE RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	10	3500	3500	4467, 4068
			5309C	IMPLEMENTATION	10	1000	1000	4068, 4069
			5309B	IMPLEMENTATION	11	2500	2500	4467
			5309B	IMPLEMENTATION	12	2500	2500	4467
			5309B	IMPLEMENTATION	13	2500	2500	4467
			5309B	IMPLEMENTATION	MYB	2500	2500	p-520
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	10	3500	3500	4467, 4068
			5309C	IMPLEMENTATION	10	1000	1000	4068, 4069
			5309B	IMPLEMENTATION	11	2500	2500	4467
			5309B	IMPLEMENTATION	12	2500	2500	4467
			5309B	IMPLEMENTATION	13	2500	2500	4467
			5309B	IMPLEMENTATION	MYB	2500	2500	p-520
			ILLT	IMPLEMENTATION	10	10700	0	p-046, 4472, 4069, 4483, 2773, 4479, 4480, 4482, 4471, 3970, 4485, 4487, 4488

Gray Financial Data Records are for informational purposes only and not included in the TIP.

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# Illinois Department of Transportation

Office of Planning and Programming  
2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 26, 2010

Dear Director:

As you are aware, the United States House of Representatives (House) passed the Jobs for Main Street Act (H.R. 2847) which proposed another round of stimulus funding. The language in this bill is very similar to the previous stimulus funding except that it requires an accelerated schedule for awarding the first 50% of the funds received by each state. This schedule would require that contracts be awarded for the first 50% of the funds within 90 days of passage and signing of the bill.

While the United States Senate may not enact a stimulus bill, the Illinois Department of Transportation (IDOT) has taken steps to ensure expeditious action in the event that the bill is passed and signed. On January 21, 2010, IDOT published a list of "shovel ready" projects which could proceed in the event of passage of H.R. 2847. This list of projects is provisional and "subject to change based on final federal legislation, new appropriation by the Illinois General Assembly and approval by the Governor" as stated in the public notice regarding this project listing. The list of projects can be found online at <http://www.dot.il.gov/stimulus/index.html>.

IDOT is seeking your input regarding these projects as well as other potential projects on the state system. As stated above, the first 50% of any stimulus funds must be awarded within 90 days of the bill signing. This does not allow for any flexibility on the projects which make up the first letting. However, IDOT will have some flexibility regarding the remaining funds depending on the deadlines in the final legislation. Your comments regarding other potential "shovel ready" projects on the state system will be reviewed and taken into consideration when IDOT determines the projects to be implemented with the remaining funding.

Therefore, we are asking you to visit the website noted above and provide any comments or recommendations you may have to the IDOT district office responsible for planning and programming highway projects in your area. The appropriate IDOT district office and its contact information can be found on the attached map.



Once again, I want to thank you for all of your hard work and assistance in developing and maintaining the transportation system in the state of Illinois.

Sincerely,

Keith M. Sherman  
Acting Bureau Chief

cc: Charles Ingersoll  
Chris Reid



## MEMORANDUM

**To: Transportation Committee**

**Date: February 26, 2010**

**From: Joy Schaad, PE, Senior Transportation Planning Engineer**

**Re: Changes to Transportation Maintenance Costs and Inflation Rates for Fiscal Constraint**

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### Highways

At the January 6<sup>th</sup> CMAP Transportation Committee meeting, several highway professionals offered to review the process and numbers used to produce the preliminary *GO TO 2040* highway maintenance cost estimate. An ad hoc committee of IDOT, Tollway, county and local highway professionals was convened and a reduction in estimated future roadway maintenance costs of \$24.3 billion (16%) was realized. The committee reconsidered the overall premise of how the “safe and adequate” level and “state of good repair” level of maintenance should be calculated and rejected the previous definitions for state of good repair as 90% of roads rated good to excellent and for the safe and adequate level as 70% rated good to excellent. The consensus was that the estimate of future maintenance cost should be based on actual current practice and that such would constitute the safe and adequate level. They unanimously felt that any stepping down of maintenance cycles or levels from today’s practices would be unacceptable. Specific changes based on these experts’ opinions were:

- Reduced frequencies for reconstruction, resurfacing, signal upgrades and signal modernization to reflect typical actual practice.
- Adjusted unit costs (some up and some down) where the committee consensus was higher or lower than previously research had identified.
- Removed “Interchanges” as a maintenance cost line item and clarified that, because all or nearly all of expressway interchanges that are reconstructed have major redesign work (reconfiguring for new traffic levels or for operational and/or safety improvements; usually adding lanes to ramps, adding ramps or reducing the number of ramps) all of the

interchanges' reconstruction costs should be accounted for in CMAP's analysis of "systematic improvements" costs.

- Reduced traffic signal costs to reflect the fact that many agencies do their signal retiming work in house and, as such, the costs are already counted in the local agency "operations" cost number.
- Reduced the percentage for estimating cost of engineering and environmental studies from 30% of project costs to 15% for resurfacing and traffic signal modernization projects.
- Checked that the number of roadway resurfacings was reduced appropriately for reconstructions that would take place within the plan period.

The committee concurred with the previous approach regarding:

- Most factors, methods and unit costs.
- Bridge cost numbers: considered increasing bridge cost numbers to include short span bridges that are not in the national bridge inventory (i.e. 20 ft and shorter), but after investigation of the volume and costs associated with the short span bridges, the group determined that the vast majority are culverts, not full bridges and are adequately accounted for in the unit costs of road reconstruction.
- Operations costs were reviewed, finding that actual recent and current county costs are roughly the same as used in the previous *GO TO 2040* estimate.

## **Transit**

Through continued coordination with the RTA, costs for safe and adequate level of transit maintenance were re-developed by utilizing the projected capital funds available for each service board for year 2011-2014 from the 12-17-09 RTA adopted budget as a basis. This resulted in a \$1.7 billion increase (5.3%) over the previous estimate.

## **Inflation Rates**

Federal planning requirements for "years of expenditure" estimates of costs are met by applying inflation rates for each year in the plan period. The current estimate of future highway expenditures applies a 3% rate of inflation in all years except 2012 through 2014 (2012 - 4%; 2013 - 6.5%; 2014 - 5.5%). The change from the previous versions of our expenditure calculations which applied a constant 3% inflation across the plan horizon, is based on a recent transportation specific analysis of construction prices in the article "*Construction Economic Review & Highway Cost Escalation Forecast*" in the December 2009 edition of ECONOMIC FORECASTING REVIEW, published by the Strategic Consulting Group of Parsons Brinckerhoff (Dr. Kumudu Gunasekera and Brad Ship authors).

The current estimate of future transit expenditures is based on capital funds available 2010-2014 information from 12-17-09 RTA adopted budget. Those amounts include the impacts of

inflation for years 2011 through 2014 and the 3% factor was applied through the remainder of the plan horizon.



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

312-454-0400 (voice)  
312-454-0411 (fax)  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## MEMORANDUM

**To: Transportation Committee**

**Date: February 26, 2010**

**From: Matt Maloney, Senior Manager, Program and Policy Development**

**Re: Financial Plan- Executive Summary**

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### Summary

The development of a realistic and relevant regional transportation plan requires estimates of the funds expected to be available for transportation purposes and the costs expected to be incurred. To fulfill this goal, *GO TO 2040* includes a constrained financial plan for its transportation elements. Federal planning regulations require such a plan in order to compare the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining and operating the total transportation system. CMAP analysis concludes that the plan be fiscally constrained at a level of **\$385 billion**, in year of expenditure dollars, for the 2011-2040 planning horizon.

CMAP has worked closely with representatives from United States Department of Transportation (USDOT), the Illinois Department of Transportation (IDOT), the Illinois State Toll Highway Authority (ISTHA), the Regional Transportation Authority (RTA), the transit service boards, county highway departments and a number of municipalities in preparing forecasts of revenues and expenditures. At various points throughout the process, CMAP staff has briefed the Transportation Committee on the assumptions and figures utilized for constructing the plan's fiscal constraint. For more information on these interim staff reports, please consult the Transportation Committee page on the CMAP Website:

<http://www.cmap.illinois.gov/transportation/minutes.aspx>

The following table summarizes *GO TO 2040*'s fiscal constraint for transportation. Please note that all estimates of revenues and costs are stated in *year of expenditure* dollars – in other words, inflation as well and other forecasted revenue/cost increases have already been assumed in these figures.

<b>FISCAL CONSTRAINT FOR GO TO 2040</b>	
<i>(All Numbers in Year of Expenditure for Period 2011-2040. Numbers are in Billions of Dollars)</i>	
<b>REVENUES</b>	
<u>Core Revenues</u>	
Federal	\$66.3
State	\$94.7
Local	\$189.3
Subtotal- Core Revenues	<b>\$350.4</b>
<u>Reasonably Expected Revenues</u>	
Motor Fuel Tax Increase	\$19.4
Revenues from Congestion Pricing	\$12.0
Variable Parking Pricing	\$2.0
Transportation Allowances- Federal Climate Change Legislation	\$1.2
Public Private Partnerships	\$0.0
Value Capture- Transit Facilities	\$0.0
Subtotal- Reasonably Expected Revenues	<b>\$34.6</b>
<b>TOTAL REVENUES</b>	<b>\$385</b>
<b>EXPENDITURES</b>	
<u>Operating Expenditures</u>	
Transit	\$116.7
Highway	\$56.9
<u>Safe and Adequate (Capital Maintenance)</u>	
Transit	\$31.6
Highway	\$127.6
Subtotal- Operating and Safe and Adequate Expenditure	<b>\$332.8</b>
<u>Moving the System Toward a State of Good Repair/Systematic Enhancements</u>	<b>\$41.7</b>
<u>Major Capital Projects</u>	<b>\$10.5</b>
<b>TOTAL EXPENDITURES</b>	<b>\$385</b>

The fiscal constraint for GO TO 2040 has been constructed somewhat differently than in past plans. The first difference is the use of “year of expenditure” dollars, rather than constant dollars. This is commensurate with the federal requirement for MPO long range plans. The second difference is the analysis of local “own-source” revenues. These are non state and federal sourced revenues used by municipalities, counties and townships for transportation purposes. These revenues would include local sources like property and sales tax, state and local revenue sharing, as well as bond revenue for local capital projects. Given the inclusion of all transportation revenues, the expenditure forecasts also include resurfacing and reconstruction on all local roads and bridges, down to the level of municipal and township. Please see the full financial plan document for more information.

## Core Revenues

Forecasting core revenues is meant to provide a benchmark from which additional funding can be identified. A clear description of funding sources and historical dollar amounts helps to ground the regional dialogue around matters of transportation policy and finance. Providing this information requires identifying and analyzing historical trends across varying revenue sources and making a series of different assumptions based upon these trends. In many cases, CMAP has consolidated certain funding sources, particularly at the federal and local levels, to simplify the exposition. Please see the core revenues table and accompanying descriptions and assumptions in the full financial plan document for more detail.

The overriding assumptions used to forecast core revenue trends include the following:

- Northeastern Illinois anticipates continued revenues from federal, state, and local sources for the building, operations, and maintenance of the current roadway and transit systems over the long range planning horizon;
- Over the planning horizon, the various sources of transportation revenues and allocation mechanisms are assumed to remain the same as today. Thus, the core forecast does not include any new sources, or any tax increases or alterations to funding formulas above and beyond historical trends;
- For the different revenue sources, historical trends are used to predict future revenues. Different revenue sources are assumed to grow at different rates, based upon these trends.

CMAP has worked closely with representatives from the RTA, IDOT, ISTHA, and others in preparing these forecasts. In total the amount of core revenues available between 2011 and 2040 is estimated to be **\$350.4 billion**.

## Reasonably Expected Revenues

The level of core revenues, which largely reflects current revenue trends, will not allow the region to make much progress in addressing our substantial transportation needs given expected population growth. FHWA/FTA guidance on the fiscal constraint permits MPOs to calculate revenues that can “reasonably be expected”. What is “reasonable” usually constitutes a judgment call, based upon the current political and policy climate at various levels of government. The inclusion of “reasonably expected revenues” is vital for the region to make additional needed investments, though it still will not be enough to move the system to a state of good repair, make all of the strategic improvements or construct all of the major capital projects that are desired.

CMAP has worked closely with the Transportation Committee, FHWA and the MPO consultation team in addressing the feasibility of reasonably expected revenue sources. “Reasonably expected” sources generating considerable revenues include an 8-cent increase (and subsequent annual inflation indexing) of the State motor fuel tax and revenues from the institution of congestion pricing on some segments of the region’s expressway system. Smaller

revenue generators which CMAP assumes to be “reasonably expected” include transportation allowances from federal climate change as well as revenues from more aggressive pricing of parking in the region. The latter strategy holds the promise of generating considerable revenues for local governments in the region.

The sum of these “reasonably expected revenues” totals an additional **\$34.6 billion**.

## Expenditures

With the assistance of transportation implementers, CMAP has also estimated the cost of operating, maintaining, enhancing, and expanding the system. The projected costs are organized into four overall categories:

- Maintenance and operations of the transportation system at a “safe and adequate” level;
- Moving the system to a “state of good repair”;
- Systematic enhancements and improvements;
- Major capital projects

The total of transportation expenditures in these four categories must be constrained by the predicted amount of future funding. CMAP estimates that while the total of core and reasonably expected revenues will be sufficient to operate and maintain the system safely and adequately, they will prove insufficient in bringing the system to a state of good repair or approach the desired level of enhancements and expansions. CMAP estimates that the first category (maintenance and operations of the transportation system at a “safe and adequate” level) will cost **\$332.8 billion** over the 30 year planning horizon. This number does not include assumptions of shorter lifecycles on maintenance schedules, upgrades to capital materials, equipment, rolling stock or facilities or any enhancements or expansions to the system.

To address “year of expenditure” dollars, capital maintenance costs are estimated by applying inflation rates for each year in the plan period. The current estimate of future highway expenditures applies a 3% rate of inflation in all years except 2012 through 2014 (2012 - 4%; 2013 - 6.5%; 2014 - 5.5%). This estimate is based on a recent transportation-specific analysis of construction prices in the article “*Construction Economic Review & Highway Cost Escalation Forecast*” in the December 2009 edition of *Economic Forecasting Review*, published by the Strategic Consulting Group of Parsons Brinckerhoff. The current estimate of future transit expenditures is based on capital funds available 2010-2014 information from RTA’s most recent adopted budget. Those amounts include the impacts of inflation for years 2011 through 2014 and the 3% factor was applied through the remainder of the plan horizon.

The remaining **\$52.2 billion (13.7% of total funding)** will be used to bring the system toward a state of good repair, enhance the system, and expand the system via the construction of major capital projects. This remaining envelope of funding constitutes the “regional budget”, over the next 30 years, for maintaining or operating the system at a higher level, modernizing,



enhancing, or expanding the system. While it is important to acknowledge the overall scale of the estimated investment, CMAP stresses that regardless of any estimated funding totals, the paramount challenge for the region is to set priorities.

The priorities of *GO TO 2040*'s preferred scenario are to maintain the existing system and make systematic improvements. The bulk of the region's transportation investment should be to maintain, improve, and modernize our infrastructure. Pursuing new major capital projects, while important, should remain a lower priority than these other activities. Achieving a "world-class" transportation system necessitates improving, modernizing, and increasing service on existing assets, rather than building expensive new projects which will be difficult to finance, operate and maintain over the long term.

Given the policy direction of *GO TO 2040* and CMAP's charge to establish regional priorities, the recommendation is for **\$41.7 billion (10.9% of total funding)** of the remaining funding be allocated toward "state of good repair" capital maintenance and strategic enhancement projects and **\$10.5 billion (2.7% of total funding)** toward major capital projects.

### **Other Innovative Financing**

CMAP also stresses the importance of other innovative financing mechanisms in the full financial plan, and many of these sources will be recommended as part of the transportation finance recommendation in *GO TO 2040*. While these sources are not included as "reasonably expected" in the fiscally constrained plan, it is still vital for the region to advocate for these sources in order to maintain, enhance, and expand the transportation system. These other potential sources include public private partnerships, value capture for transit projects, a vehicle miles traveled tax (VMT), and an alteration to the current "55-45 split" in the State of Illinois, the informal agreement which allocates highway funding on the basis of 45 percent to northeastern Illinois and 55 percent to the remainder of the state.

See the full financial plan for a more comprehensive exposition of these sources, including best practices on where these sources have been utilized in the U.S. and abroad.

### **"Unconstrained" Expenditures**

The total of core and reasonably expected funding will not be enough to bring the system to a state of good repair or make all the enhancements or expansions that are desired. CMAP has made some progress in estimating the amount of incremental funding necessary to bring the system to a state of good repair and make all desired enhancements and expansions. While more refinement of these numbers is needed, CMAP estimates that between **\$100 and \$200 billion** of additional funding is required over the next 30 years to bring the system to a state of good repair, strategically enhance, and expand the system.



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800, Willis Tower  
Chicago, IL 60606

312-454-0400 (voice)  
312-454-0411 (fax)  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## MEMORANDUM

**To:** Transportation Committee

**Date:** February 26, 2010

**From:** Don Kopec, Deputy Director, Planning and Programming

**Re:** Major Transportation Capital Projects – Status Update

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The *GO TO 2040* plan will include a fiscally constrained list of major capital projects, as required by federal regulations. Since there is insufficient funding available to pursue all potentially beneficial projects, project prioritization is necessary. This memo describes how the level of fiscal constraint was determined; presents the initial staff proposal for projects to be included within the constrained amount; and describes the schedule and next steps in developing a final list of fiscally constrained projects.

### Project prioritization

Projects were prioritized based on their support for the Preferred Regional Scenario, the results of the individual evaluations, and information from other project analyses. As discussed in the February 26 financial plan memo, the priorities of *GO TO 2040* are to maintain the existing system and make systematic improvements. The bulk of the region's transportation investment will be to maintain, improve, and modernize our infrastructure; pursuing new major capital projects, while important, is a lower priority than these other activities.

The highest priority major capital projects are those on the *fiscally constrained* list, on page 4 of this memo; these make up approximately one-quarter of the cost of all proposed projects. Several themes can be seen in the prioritization of fiscally constrained projects. First, there are few "new" projects or extensions. The majority of the constrained projects involve improvements to existing facilities. Second, there are a number of "managed lanes" projects. These are envisioned to incorporate advanced tolling strategies such as congestion pricing, transit alternatives like Bus Rapid Transit (BRT), or special accommodations for truck travel. Third, there is considerable public investment in transit. These priorities are consistent with the direction of the Preferred Regional Scenario, which calls for investment in the existing system, use of innovative transportation finance methods, support for freight, and a focus on improving the public transit system.

## Determination of fiscal constraint

A detailed transportation financial plan is being prepared as part of *GO TO 2040*, and will be presented to the Transportation Committee in March as a separate item. Elements of the financial plan have been presented at past meetings beginning in spring 2009.

The conclusions of this work are that approximately \$10.5 billion (in year of expenditure dollars, or YOE\$) in funding from existing or reasonably expected sources is likely to be available for major capital projects between now and 2040. This is an increase from the amount of \$8 billion estimated at the January meeting of the Transportation Committee. This increase is due to changes in assumptions about the level of investment needed to maintain the system at a safe and adequate level. While the increase from \$8 billion to \$10.5 billion is significant, it remains a small percentage of the region's overall \$385 billion in transportation expenditures.

Before addressing project categorizations, please note three important points regarding fiscal constraint.

- First, the constrained costs of new capital projects include not only the cost of construction, but the cost of operating and maintaining them from construction until 2040. For highways, annual operations and maintenance costs were assumed to be 1% of the initial cost of construction of the new facility. For transit, this same amount was assumed for annual maintenance, but operations were handled separately. Annual transit operation costs were sometimes estimated by the implementer, in which case these costs were used; in cases where this was not given, an estimate of 1% of the initial construction cost was used. In all cases, half of the transit operating cost was assumed to be covered through farebox recovery and was not "charged" to the fiscal constraint.

To use an example, a transit project that cost \$1 billion to construct in 2020 would then need to be maintained and operated until 2040. Maintenance costs were assumed to start at \$10 million per year, with this figure rising with inflation (so, annual maintenance costs in 2030 would be \$13.4 million instead). Operations costs would also start at \$10 million per year, but half of this would be covered through fares, so only \$5 million annually (rising in future years with inflation) would be considered as part of the project cost. In this hypothetical example, the \$1 billion transit project constructed in 2020 would cost an additional \$400 million to maintain and operate until 2040.

- Second, project revenues have not been counted as part of this \$10.5 billion figure. Generally, revenues from projects would be gathered through tolling, or through the use of private funds. (Revenues from farebox recovery have already been subtracted from project cost, as described above.) The \$10.5 billion estimate includes only public contributions. In other words, if a project could be constructed using revenue gathered entirely from tolls, it would require no public funding and would not count against the \$10.5 billion constraint. Potential revenues will be addressed project by project.

- Third, many capital projects include reconstruction of existing facilities, as well as new capacity. For example, a highway add-lanes project typically also includes the reconstruction or resurfacing of the existing facility. Often, the reconstruction or resurfacing would have needed to happen regardless of whether the add-lanes project had been pursued. Within the financial classifications used in the transportation financial plan, this would already be counted as a necessary expense to maintain a safe and adequate system. It is important to note that the \$10.5 billion figure **does not** include these reconstruction costs, meaning that it is **not** double-counting these expenses.

To create an estimate of the proportion of project costs that would likely be used for reconstruction, staff reviewed major capital projects constructed during the past twenty years, from 1990 to 2009. It was estimated based on this review that approximately 50% of the total cost of these projects was devoted to the addition of new capacity, and 50% involved reconstruction. These means that to reach a capital cost of \$10.5 billion, approximately \$21 billion in total project cost should actually be identified.

Staff recognizes that this calculation is confusing. A simpler approach would be to set the fiscal constraint for major capital projects at \$21 billion and ignore the “double-counting” issue. This would lead to the same outcome in terms of the number of projects that could be accommodated within the fiscal constraint. But it also would overstate the level of funding that is actually devoted to new elements of the transportation system, and it would send the wrong message in terms of the priorities of *GO TO 2040*. The initial constrained project list includes projects that have \$21 billion in total costs, but these projects do more than add new capacity to the system; they also reconstruct and modernize the infrastructure we already have.

## Project categorization

In the tables below, projects are broken into two categories:

- Projects that are *fiscally constrained*, meaning that their costs can be covered within the region’s expected transportation revenue and that the project has been included in the demonstration that air quality standards will be met (it is conformed). This is the highest priority category of major capital projects.
- Projects that are *fiscally unconstrained*. As a later step, further prioritization and classification of these projects is expected.
- Also, several projects were proposed by individuals or organizations during the *GO TO 2040* plan or during past regional plans but were not fully evaluated. These projects are listed in an appendix attached to this memo.

By federal regulations, major capital projects may not have a federal action, such as receiving design approval, unless they are included in the *fiscally constrained* project list. Implementers may initiate preliminary engineering, feasibility studies, or other preliminary work regardless of how projects are treated within *GO TO 2040*.

Regional planning is a continuous process which responds to changing circumstances, and priorities change over time. The long-range plan is updated at least every four years, and this provides an opportunity to reassign projects to different categories in response to changes in funding situations or priorities. Even outside of the required update cycle, the plan can be modified at any point by the MPO Policy Committee and CMAP Board. However, changes between plan updates should not be made casually; they should be reserved for rare circumstances that could not be foreseen. CMAP believes that the project categories should truly reflect the region's priorities.

The initial staff proposal for the categorization of projects is presented on the following pages. The first chart shows that the total public sector cost for new capital for the constrained projects is approximately \$10.5 billion. Please note that a line item of \$100 million is included for the continued study and prioritization of projects that are currently not on the constrained list. Some of these projects appear to have considerable potential, but are at an early stage in the project development process; this funding is meant to advance the planning and study of these projects to better understand their benefits.

Initial proposal for *fiscally constrained* projects:

Project	Year	Construction cost, 2009\$b	Full cost, YOE\$b	Revenue (toll) assumptions	Public sector cost, YOE\$b
<b>New facilities and extensions</b>					
Central Lake County Corridor: IL 53 North and IL 120 Limited Access	2025	2.00	3.41	75%	<b>0.85</b>
Elgin O'Hare Expressway Improvements (includes Western O'Hare Bypass, EOE East Extension, and EOE Add Lanes)	2020	3.60	5.49	75%	<b>1.37</b>
I-294/I-57 Interchange Addition	2020	0.58	0.88	20%	<b>0.71</b>
Red Line Extension (South)	2015	1.05	1.88	0%	<b>1.88</b>
West Loop Transportation Center	2020	2.50	4.15	0%	<b>4.15</b>
<b>Expansions and improvements</b>					
I-190 Access Improvements	2020	0.36	0.54	0%	<b>0.54</b>
I-290 Managed Lanes	2020	1.50	2.29	25%	<b>1.72</b>
I-55 Managed Lanes	2025	1.60	2.72	25%	<b>2.04</b>
I-80 Add Lanes (US 30 to US 45)	2015	0.10	0.14	0%	<b>0.14</b>
I-88 Add Lanes	2020	0.02	0.03	75%	<b>0.01</b>
I-90 Managed Lanes	2020	1.80	2.74	75%	<b>0.69</b>
I-94 Add Lanes North	2015	0.10	0.14	75%	<b>0.03</b>
North Red Line Improvements	2020	2.26	3.45	0%	<b>3.45</b>
Rock Island Improvements	2020	0.47	0.71	0%	<b>0.71</b>
Southwest Service Improvements	2020	0.19	0.31	0%	<b>0.31</b>
UP North Improvements	2020	0.40	0.66	0%	<b>0.66</b>
UP Northwest Improvements/Extension	2017	0.44	0.69	0%	<b>0.69</b>
UP West Improvements	2017	0.56	0.89	0%	<b>0.89</b>
<b>Other</b>					
Continued study and prioritization					<b>0.10</b>
<b>Total public sector cost</b>					
					<b>20.8</b>
<b>Total public sector cost for new capital elements*</b>					
					<b>10.5</b>

\* This figure is calculated by applying the standard that 50% of the cost of an average project actually involves reconstruction, which has already been counted in the "safe and adequate" or "state of good repair" cost categories. Therefore, while the total project costs of constrained projects are \$20.8 billion, only \$10.4 billion of this is actually

estimated to be for new capital elements. Added to this is the \$100 million in project development costs described above.

**Initial proposal for *fiscally unconstrained* projects:**

Project	Year	Construction cost, 2009\$b	Full cost, YOE\$b	Revenue (toll) assumptions	Public sector cost, YOE\$b
<b>New facilities and extensions</b>					
Blue Line West Extension	2040	2.30	5.58	0%	<b>5.58</b>
BNSF Extension	2020	0.08	0.12	0%	<b>0.12</b>
Brown Line Extension	2040	3.70	8.98	0%	<b>8.98</b>
Central Area Transitway	2020	0.30	0.50	0%	<b>0.50</b>
Circle Line (North)	2040	2.00	4.85	0%	<b>4.85</b>
Circle Line (South)	2017	1.00	1.79	0%	<b>1.79</b>
DuPage "J" Line	2030	1.10	2.16	0%	<b>2.16</b>
Elgin O'Hare Expressway West Extension	2030	0.18	0.34	25%	<b>0.26</b>
Elgin O'Hare Expressway Far West Extension	2030	0.21	0.40	25%	<b>0.30</b>
I-80 to I-55 Connector	2040	0.10	0.24	50%	<b>0.12</b>
Illiana Corridor	2030	2.87	5.48	75%	<b>1.37</b>
Inner Circumferential Rail Service	2040	1.10	2.67	0%	<b>2.67</b>
McHenry-Lake Corridor	2040	1.00	2.43	25%	<b>1.82</b>
Metra Electric Extension	2020	0.26	0.43	0%	<b>0.43</b>
Mid-City Transitway	2040	1.30	3.16	0%	<b>3.16</b>
Milwaukee District North Extension	2020	0.58	0.96	0%	<b>0.96</b>
Milwaukee District West Extension	2020	0.78	1.29	0%	<b>1.29</b>
O'Hare to Schaumburg Transit Service	2040	1.00	2.43	0%	<b>2.43</b>
Orange Line Extension	2015	0.45	0.69	0%	<b>0.69</b>
Prairie Parkway	2025	0.90	1.53	25%	<b>1.15</b>
Rock Island Extension	2040	0.05	0.12	0%	<b>0.12</b>
Southeast Service	2017	0.74	1.17	0%	<b>1.17</b>
Southwest Service Extension/Full Service	2040	0.29	0.71	0%	<b>0.71</b>
STAR Line	2017	2.76	4.39	0%	<b>4.39</b>
Yellow Line Enhancements and Extension	2015	0.23	0.36	0%	<b>0.36</b>
<b>Expansions and improvements</b>					
Express Airport Train Service	2020	1.75	2.87	0%	<b>2.87</b>
Heritage Corridor	2040	0.18	0.43	0%	<b>0.43</b>
I-55 Add Lanes and Reconstruction	2020	0.75	1.14	0%	<b>1.14</b>
I-57 Add Lanes	2030	0.80	1.53	0%	<b>1.53</b>
I-80 Add/Managed Lanes	2025	2.25	3.83	25%	<b>2.87</b>
IL 394	2020	0.54	0.82	0%	<b>0.82</b>
Milwaukee District North Improvements	2020	0.08	0.12	0%	<b>0.12</b>
North Central Service Improvements	2040	0.30	0.72	0%	<b>0.72</b>
South Lakefront Corridor	2020	1.00	1.66	0%	<b>1.66</b>
<b>Total public sector cost</b>					<b>60.70</b>
<b>Total public sector cost for new capital elements*</b>					<b>30.35</b>

\* This figure is calculated by applying the standard that 50% of the cost of an average project actually involves reconstruction, which has already been counted in the "safe and adequate" or "state of good repair" cost categories.

## Project evaluation results

The January memo to the Transportation Committee included the results of the initial evaluation of each of the projects individually. This has been updated to reflect adjustments that were made

to a few projects which had problematic evaluations. The updated information is posted on the Transportation Committee website with the other March meeting materials.

The caveats that accompanied this table in January remain in place. These are high-level informational results produced using a regional model, and ranking projects based solely on these results is not recommended. Committee members should use caution in comparing projects, as small differences between them are likely not significant. In addition, any recommended project will require additional detailed study prior to implementation. Project-level studies produce different results, appropriate to the level of detail needed for implementation. The results in this evaluation are intended to provide only a general idea of comparative benefits.

Finally, projects are not implemented in isolation. The interactions between mutually-supportive projects improve system performance beyond the sum of the individual measures. The calculation of evaluation measures for the entire set of constrained projects is underway, and initial results will be shared at the Transportation Committee meeting if available.

### **Schedule and next steps**

The project categorization described above represents an initial staff proposal concerning the treatment of major capital projects. Discussion of this is expected at the Transportation Committee and Planning Coordinating Committee (on March 10), and modifications may be made based on these discussions. Following this, comments from stakeholders and the public will be sought during late March and April. The Transportation Committee will be briefed on the results to date at its April meeting.

In May, the Transportation Committee will be requested to recommend the endorsement of the categorization of major capital projects into constrained and unconstrained lists, possibly with further breakdowns among the unconstrained projects. The MPO Policy Committee and CMAP Board are expected to be asked for endorsement at their June meetings. Following this endorsement, a formal conformity analysis and public comment period will be held over the summer, with final adoption of the *GO TO 2040* plan and major capital projects by the MPO Policy Committee and CMAP Board in October.

**ACTION REQUESTED: Discussion.**

## **Attachment 1**

### **Projects Not Evaluated**

- **Illinois Rail Net Corridor:** This proposal recommends a light rail or bus rapid transit system in Kendall County.
- **Illinois Transit System and Spider 10 Hwy System:** This proposal features several elements. One is to develop a monorail transit system to replace the existing CTA rapid transit facilities. The second is to develop a “Spider 10” connective highway system to lead to all major arteries and highways.
- **Limited Stop Airport Train Service:** The Limited Stop Airport Train Service proposes airport express train service with a select number of midstream station facilities along the existing CTA Blue and Orange Lines. The Jefferson Park and Logan Square Blue Line stations are envisioned as the first two midstream stations.
- **Monorail System:** This proposal calls for developing a monorail system across the NE Illinois region utilizing existing transportation facility ROWs where feasible. The multi - purpose non motorized Great Western Trail and Illinois Prairie Path in the western suburbs have been proposed as initial routes.
- **O'Hare Direct - High Speed Rail Service Network:** This proposal calls for establishing a network of express commuter trains linking O'Hare with Union Station and intermodal centers with remote parking lots in Barrington, Deerfield, Naperville and Homewood.
- **Rainbow Line:** This proposal calls for establishing new rapid transit lines within the City of Chicago Boulevard System right-of-ways. The name of the proposal is inspired by the rainbow-like imprint of the main boulevard system. Two additional east-west branches, each roughly paralleling 95th Street and Lawrence Avenue respectively would be built in order to maximize connectivity with other rapid transit and commuter rail lines.
- **Reason Foundation Project:** A network of High-Occupancy Toll (HOT) expressways that includes both existing and new corridors has been proposed for the Chicago region. The key design feature of this proposal is tunneling or underground placement of new HOT, or congestion priced, lanes as a means of addressing concerns about aesthetics, noise, and property value concerns.
- **Transportation for the Future Now:** This proposal calls for the implementation of an Electronic Mechanical Highway. This type of facility will incorporate automated vehicle guidance (AVG) and other advanced technologies to propel both specially designed new vehicles or retrofitted older vehicles in motion with little congestion-causing friction or conflict.

### **Projects Initially Listed but Since Removed**

- **Prairie Parkway Southeast Extension:** This proposal called for extending the Prairie Parkway corridor from its junction with I-80 in Minooka southeast to I-57. It has been incorporated into the Illiana Corridor.
- **South Suburban Corridor:** The proposal extended from the proposed I-355 south extension to I-80 east to I-57 in order to connect to the proposed I-57/IL394 Connector. It has been incorporated into the Illiana Corridor.



- **I-57 to IL 394 Connector:** The proposal was to extend the proposed South Suburban Corridor from its proposed terminus at I-57 east to IL 394 in the vicinity of the proposed South Suburban Airport. It has been incorporated into the Illiana Corridor.
- **Illiana Corridor Extension :** This proposal to extend the Illiana Expressway from I-55 to IL 394 has been incorporated into the Illiana Corridor project, including the Illiana Expressway.
- **McHenry Co Extension of Prairie Parkway:** This proposal called for extension of the Prairie Parkway corridor north from the Kane County Line – roughly I-90- up to the Illinois Wisconsin border. It is currently not being pursued.
- **BNSF Montgomery Extension:** This extension of the Burlington Northern Santa Fe line from Montgomery to Aurora is superseded by a proposed extension to Oswego/Plano.
- **BNSF Sugar Grove Extension:** This extension of the Burlington Northern Santa Fe line from Sugar Grove to Aurora is superseded by a proposed extension to Oswego/Plano.
- **UP-NW Extension to Richmond:** This extension of the Union Pacific Northwest line from McHenry to is now being extended to Johnsbury.
- **CCP RR Service from Burlington:** This proposal called for implementing commuter rail service from Burlington IL (NW Kane County) along the CCP RR right-of-way. It is currently not being pursued.
- **Circle Line:** The Circle Line was composed of new strategic links to Chicago's rapid transit system located in a ring about two to three miles from the Chicago Central Business District. The project has been divided into two parts, the Circle Line North and the Circle Line South.
- **Gold Line:** The Gold Line proposal called for an improved rail service line operating alongside the current Metra Electric mainline from Millennium Station to 63rd Street, and then utilizing the current Metra Electric South Chicago Branch ROW up to 93rd Street. It is incorporated into the South Lakefront Corridor proposal.
- **Gray Line LRT:** This proposal, to operate a rapid transit line on the current Metra Electric mainline and Metra Electric South Chicago Branch between Millennium Station and South Chicago-93rd Street, is incorporated into the South Lakefront Corridor proposal.
- **Green Line Enhancements:** this proposal included increasing the number of stations on the Green Line while maintaining or improving transit service levels. The scope of the project is such that it is not a major capital project using the definition in *GO TO 2040*.
- **Tollway Transit System:** This proposal for additional Exclusive Bus Lane/Service on I-294 and I-90 is not a major capital project using the definition in *GO TO 2040*.
- **Cicero Avenue Bus Rapid Transit:** This proposal for a Bus Rapid Transit service from Jefferson Park Blue Line Station to Ford City is not a major capital project using the definition in *GO TO 2040*.
- **South Shore Commuter Rail Extension:** This extension of the South Shore Railroad to Lowell, IN is not within the region covered by *GO TO 2040*.
- **I-294 Add Lanes South:** This project to add lanes to I-294 from 95th Street to IL 394 is completed.

GO TO 2040  
Major Capital Project Evaluation Summary

project	limits	jobs in region (higher estimate)	total income in region (higher estimate)	cross regional product (higher estimate)	average speed (before)	average speed (after)	change in average speed	speed limit	difference between average speed and speed limit	hours of congestion (peakweek)	average travel time, auto	average travel time, transit	total trips, auto	total trips, transit	average number of jobs accessible within 45 minutes by auto	average number of jobs accessible within 75 minutes by transit	daily emissions of VOC tons	daily emissions of NOx tons	annual emissions of direct PM tons	annual emissions of NOx tons	annual emissions of CO2E	number of impacted subzones in unprotected natural areas	as % of total impacted subzones	number of impacted subzones within municipal boundaries	as % of total impacted subzones	one-way traffic volumes (before)	one-way traffic volumes (after)	change in one-way traffic volumes	peak period one-way capacity (before)	peak period one-way capacity (after)	change in peak period one-way capacity	MS score (applies to highway only)	capital cost		
IL 394	I-80 to IL 1/Goodenow Road	639	\$31,818,000	\$46,190,000	29	48	9	55	-8	360	-0.0772	-0.0930	1,939	-1,385	780	0	0.040	0.064	0.90	274.0	37,192	467	19%	0	0	780	1,000	10,900	3,700	220	10,900	8,000	8.0	\$540,000,000	
Illiana Corridor	I-55 to I-65 (Lowell, IN)	3,856	\$198,964,000	\$291,318,000	n/a	47	47	55	-8	3,807	-0.0030	-0.0786	10,941	-8,531	2,261	0	-0.077	0.148	2.95	69.27	13,940	143	5%	0	0	1,050	44%	n/a	4,300	4,300	n/a	8,000	8,000	n/a	\$345,000,000
I-57 Add Lanes	I-80 to Wilmington-Peotone Road	415	\$17,255,000	\$26,213,000	29	40	11	65	-25	10,774	-0.0018	-0.1411	7,355	-7,377	1,512	0	0.055	0.064	0.80	26.35	30,611	49	5%	0	0	593	65%	6,900	9,400	2,500	8,000	12,000	4,000	6.6	\$800,000,000
I-294 at I-57 Interchange Addition	I-294 at I-57	7	\$1,896,000	\$3,176,000	n/a	n/a	0	n/a	n/a	9,408	-0.0146	-0.0170	3,509	-3,712	714	0	0.047	0.004	-0.01	1.79	2,014	0	0%	0	0	722	100%	n/a	0	n/a	n/a	0	0.0	\$687,000,000	
I-80 Add Lanes	US 30 to US 45	1,504	\$72,631,000	\$106,945,000	19	28	9	65	-37	-19,048	-0.0647	-0.0767	3,410	-3,641	3,226	0	-0.038	0.002	0.19	3.26	10,002	86	10%	0	0	607	71%	6,400	9,100	2,700	8,000	12,000	4,000	7.6	\$100,000,000
I-80 Add/Managed Lanes	Grundy County Line (Ridge Rd) to I-294	3,470	\$161,743,000	\$237,901,000	19	34	15	65	-31	-47,162	-0.2005	-0.0025	2,867	-3,328	11,812	0	-0.083	0.124	1.44	53.75	63,669	180	9%	0	0	1,496	75%	6,400	11,500	5,100	8,000	16,000	8,000	7.6	\$225,000,000
I-80 to I-55 Connector	I-80 to I-55	1,387	\$64,446,000	\$95,565,000	n/a	55	55	55	0	-8,548	-0.0832	-0.1112	2,499	-2,803	1,166	0	0.026	0.091	0.61	36.39	-2,007	8	33%	1	33%	13	54%	n/a	1,700	1,700	8,000	8,000	8,000	n/a	n/a
I-55 Add Lanes and Reconstruction	I-80 to Coal City Rd	1,457	\$73,749,000	\$108,798,000	33	56	23	65	-9	-6,562	-0.0344	-0.0339	1,835	-2,230	677	0	-0.009	0.037	-0.10	13.59	-1,705	145	24%	0	0	264	43%	5,800	6,800	1,000	8,000	12,000	4,000	6.8	\$750,000,000
I-55 Managed Lanes	Weber Rd to I-90/94	2,098	\$107,017,000	\$155,460,000	16	18	2	55	-37	-34,299	-0.1381	-0.1771	3,041	-4,608	4,237	0	-0.037	0.033	0.91	16.61	36,588	143	5%	0	0	2,548	84%	11,500	13,000	1,500	12,000	14,000	2,000	0.0	\$1,600,000,000
Prairie Parkway	I-88 to I-80	1,748	\$93,785,000	\$137,534,000	n/a	48	48	55	-7	-32,025	-0.1650	-0.2360	6,623	-5,424	7,625	0	0.041	0.193	2.79	80.85	163,958	528	81%	0	0	193	30%	n/a	4,400	4,400	n/a	8,000	8,000	n/a	\$907,901,000
I-88 Add Lanes	IL 56 to Orchard Rd	419	\$20,799,000	\$30,815,000	12	31	19	65	-48	8,381	-0.0092	-0.2294	5,420	-4,653	-1,425	0	0.008	0.008	0.33	5.22	12,517	168	26%	0	0	497	77%	7,400	9,400	2,000	8,000	12,000	4,000	6.8	\$714,500,000
I-290 Managed Lane	I-280 to Austin Blvd	1,283	\$70,681,000	\$102,745,000	5	7	2	55	-48	-22,676	-0.1115	-0.0733	6,537	-5,502	3,271	0	-0.019	0.007	0.33	3.79	15,021	6	1%	0	0	1,112	94%	13,200	15,400	2,200	10,800	13,200	2,400	5.1	\$150,000,000
I-190 Access Improvements	I-190 to O'Hare Terminals	386	\$16,939,000	\$24,781,000	27	54	27	55	-1	-7,031	-0.0019	-0.0742	3,850	-4,040	-674	0	0.034	0.017	0.33	7.00	14,946	3	0%	0	0	1,057	100%	11,600	10,200	-1,400	12,000	16,000	4,000	6.5	\$355,000,000
Elgin O'Hare Expressway Add Lanes	I-290 to Gary Avenue	1,615	\$88,961,000	\$130,579,000	19	35	16	55	-20	-6,854	-0.0646	-0.1434	44	1,464	4,431	0	-0.007	-0.007	-0.15	-2.84	-6,964	5	1%	0	0	493	91%	8,000	10,100	2,100	8,000	12,000	4,000	7.2	\$650,000,000
Elgin O'Hare Expressway East Extension	I-290 to West O'Hare Bypass	509	\$26,066,000	\$39,109,000	n/a	54	54	55	-1	1,603	-0.0626	-0.1337	1,822	-1,835	3,798	0	0.002	0.022	0.52	11.71	18,822	11	1%	0	0	1,380	100%	n/a	10,100	7,200	n/a	12,000	12,000	n/a	\$830,000,000
Elgin O'Hare Expressway West Extension	Gary Ave to US 20	628	\$29,577,000	\$43,384,000	n/a	52	52	55	-3	-2,635	-0.0458	-0.2164	2,341	-2,730	2,613	0	-0.005	-0.004	0.02	-0.06	2,314	52	6%	0	0	694	83%	n/a	5,100	5,100	n/a	8,000	8,000	n/a	\$180,000,000
Elgin O'Hare Expressway Far West Extension	Shales Pkwy to E Bartlett Rd, as high level arterial	657	\$31,816,000	\$47,328,000	10	14	4	55	-41	190	-0.0198	-0.0208	2,891	-2,108	1,225	0	0.005	-0.006	-0.14	-2.84	-4,221	135	12%	0	0	953	82%	3,600	5,100	1,500	3,300	5,000	1,700	n/a	\$210,000,000
I-294 to I-90	I-294 to I-90	1,684	\$84,649,000	\$123,959,000	n/a	40	40	55	-15	-20,618	-0.1160	-0.1321	2,300	-4,266	7,164	0	-0.001	0.039	0.91	14.871	36,726	3	0%	0	0	1,632	100%	n/a	5,600	5,600	n/a	8,000	8,000	n/a	\$1,615,384,615
I-90 Managed Lanes	I-294 to I-39	3,183	\$148,070,000	\$215,299,000	12	20	8	55	-35	-87,652	-0.2500	-0.3496	6,461	-6,787	7,155	0	-0.087	0.178	3.03	85.76	113,046	187	10%	0	0	1,521	81%	12,500	15,100	2,600	12,000	16,000	4,000	6.9	\$1,845,000,000
McHenry-Lake Corridor	IL 120 @ Wilson Rd to Richmond	507	\$21,285,000	\$31,446,000	n/a	51	51	55	-4	5,285	0.0186	0.0518	2,527	-809	346	0	0.044	0.061	0.91	26.56	29,537	260	22%	0	0	803	68%	n/a	3,800	3,800	n/a	8,000	8,000	n/a	\$1,045,000,000
Central Lake County Corridor: IL 53 North and IL 120 Limited Access	Lake-Cook Rd to IL 120; Wilson Rd to I-94	9,838	\$513,650,000	\$755,218,000	n/a	25	25	55	-30	-152,922	-0.3986	-0.7168	14,428	-13,630	8,783	0	-0.331	-0.007	2.66	16.80	90,192	211	9%	0	0	1,907	79%	n/a	9,200	9,200	n/a	12,000	12,000	n/a	\$461,200,000
I-94 Add Lanes North	IL 94 Add Lanes North	935	\$45,009,000	\$66,826,000	20	44	24	65	-21	-14,801	-0.0292	-0.0897	655	-612	11	0	-0.012	-0.011	-0.08	-3.92	-10,976	10	12%	0	0	70	84%	8,000	8,000	800	12,000	16,000	4,000	8.3	\$123,000,000
Southeast Service	Chicago CBD to Crete	642	\$28,110,000	\$41,572,000	n/a	n/a	n/a	n/a	n/a	-6,333	0.0138	-0.1095	-3,162	7,923	-423	16,894	0.006	-0.010	0.16	-2.75	9,111	5	1%	0	0	255	71%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$735,000,000
Metra Electric Extension	University Park to South Suburban Airport	337	\$18,555,000	\$27,428,000	n/a	n/a	n/a	n/a	n/a	9,022	-0.0118	-0.5870	-2,078	2,041	2,526	5,396	0.017	-0.012	-0.22	-4.95	-8,004	18	13%	0	0	83	58%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$260,000,000
Heritage Corridor Improvements	Joliet to Union Station: resolution of freight conflicts	-2,139	-\$79,281,000	-\$116,142,000	n/a	n/a	n/a	n/a	n/a	9,043	-0.3929	-0.9548	-2,775	4,181	-459	28,864	0.180	0.020	0.21	8.99	22,996	3	2%	0	0	125	74%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$479,000,000
Southwest Service Improvements (and extension/full service)	Union Station to Manhattan (extension to Midewin)	-2,752	-\$106,698,000	-\$158,701,000	n/a	n/a	n/a	n/a	n/a	1,823	0.3751	-0.7451	-11,967	7,927	-3,829	21,640	0.017	-0.055	-0.76	-17.78	-6,025	11	4%	0	0	239	76%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$479,000,000
Rock Island Improvements (and extension)	La Salle St to Joliet (extension to Minooka)	2,127	\$90,878,000	\$135,846,000	n/a	n/a	n/a	n/a	n/a	-19,881	-0.1339	0.4549	-26,739	6,212	622	4,215	-0.052	-0.063	-0.99	-25.08	-134,002	8	1%	0	0	602	98%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$330,000,000
Suburban Transit Access Route (STAR Line)	Joliet to Hoffman Estates to O'Hare	829	\$33,898,000	\$50,861,000	n/a	n/a	n/a	n/a	n/a	3,736	0.0763	0.0828	-37,500	37,341	-1,271	57,632	-0.011	-0.022	-0.33	-75.53	-28,992	36	12%	0	0	243	81%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$2,759,000,000
BNF Extension	Aurora to Oswego/Plano	-1,250	-\$41,087,000	-\$59,556,000	n/a	n/a	n/a	n/a	n/a	-10,424	0.5978	-0.8650	-12,214	15,284	-3,624	39,994	0.139	-0.004	-0.40	-4.45	10,998	36	40%	7	3%	73	80%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$75,000,000
UP West Improvements	Signal, storage, track, and service upgrades	-246	-\$6,791,000	\$9,426,000	n/a	n/a	n/a	n/a	n/a	10,468	0.0394	-0.2211	-5,229	1,374	-321	6,354	0.052	0.018	0.37	7.53	18,347	73	13%	0	0	134	46%	84%	n/a	n/a	n/a	n/a	n/a	n/a	\$558,000,000
Inner Circumferential Rail Service	O'Hare to Midway via Indiana Harbor Belt Railroad	2,166	\$126,883,000	\$186,225,000	n/a	n/a	n/a	n/a	n/a	-13,262	-0.0290	-0.2779	-9,439	10,532	-564	68,021	0.029	0.017	0.32	6.71	13,838	0	0%	0	0	287	97%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$349,000,000
Milwaukee District West Extension	Big Timber Station to Huntley	566	\$24,215,000	\$35,767,000	n/a	n/a	n/a	n/a	n/a	-5,838	-0.0756	-0.0260	-847	2,141	3,985	3,101	-0.043	-0.046	-0.62	-18.67	-25,372	37	51%	0	0	44	60%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$777,000,000
North Central Service Improvements	Union Station to Antioch	589	\$26,016,000	\$37,895,000	n/a	n/a	n/a	n/a	n/a	2,645	0.0642	-0.7805	-732	983	2,457	20,812	0.073	0.037	0.69	14.61	30,794	21	5%	0	0	396	94%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$297,000,000
UP Northwest Improvements/Extension	McHenry to Jolietburg	1,267	\$54,954,000	\$81,637,000	n/a	n/a	n/a	n/a	n/a	-20,103	-0.1292	0.1636	-1,522	886	2,034	309	-0.110	-0.085	-1.21	-33.82	-53,504	36	8%	0	0	435	98%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$436,000,000
Milwaukee District North Improvement	Fox Lake to Roundout	123	\$7,191,000	\$10,818,000	n/a	n/a	n/a	n/a	n/a	9,823	-0.0061	-0.1335	-569	270	2,302	4,087	0.055	0.007	0.06	2.68	3,023	79	17%	0	0	244	54%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$79,000,000
Milwaukee District North Extension	Roundout to Wadsworth	977	\$51,662,000	\$76,181,000	n/a	n/a	n/a	n/a	n/a	-4,964	-0.1043	-0.2758	-4,738	2,343	1,195	9,988	-0.038	-0.036	-0.66	-14.62	-29,295	3	1%	0	0	368	96%	n/a	n/a	n/a</					



Chicago Metropolitan  
Agency for Planning

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# ***GO TO 2040***

## **MAJOR CAPITAL PROJECTS**

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Updated February 26, 2010



## **Project**

[IL-394](#)

[Illiana Corridor](#)

[I-57 Add Lanes](#)

[I-294 at I-57 Interchange Addition](#)

[I-80 Add Lanes](#)

[I-80 Managed / Add Lanes](#)

[I-80 to I-55 Connector](#)

[I-55 Add Lanes](#)

[I-55 HOV](#)

[Prairie Parkway](#)

[I-88 Add Lanes](#)

[I-290 Managed Lane](#)

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[Elgin O'Hare Add Lanes](#)

[Elgin O'Hare East Extension](#)

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[Elgin O'Hare Far West Extension](#)

[West O'Hare Bypass](#)

[I-90 Add Lanes](#)

[McHenry-Lake Corridor](#)

[Central Lake County Corridor](#)

[I-94 North Add Lanes](#)

[Southeast Service](#)

[Metra Electric District Extension and Improvements](#)

## **Limits**

I-80 to IL 1/Goodenow Road

I-55 to I-65 (Lowell, IN)

I-80 to Wilmington-Peotone Road

I-294 at I-57

US 30 to US 45

Grundy County Line (Ridge Rd) to I-294

I-80 to I-55

I-80 to Coal City Rd

Weber Rd to I-90/94

I-88 to I-80

IL 56 to Orchard Rd

I-88 to Austin Blvd

I-90 to O'Hare Terminals

I-290 to Gary Avenue

I-290 to West O'Hare Bypass

Gary Ave to US 20

Shales Pkwy to E Bartlett Rd, As a High Level Arterial

I-294 to I-90

I-294 to I-39

IL 120 @ Wilson Rd to Richmond

Lake-Cook Rd to IL 120; Wilson Rd to I-94

IL/WI Border to IL 173

Chicago CBD to Crete

University Park to South Suburban Airport

[Heritage Corridor Improvements](#)

Joliet to Union Station: Resolution of Freight Conflicts

[Southwest Service Improvements and Extension](#)

Union Station to Midewin

[Rock Island District Improvements and Extension](#)

La Salle St to Minooka/Peru

[STAR Line](#)

Joliet to Hoffman Estates to O'Hare

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Aurora to Oswego/Plano

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O'Hare to Midway via Indiana Harbor Belt Railroad

[Milwaukee District West Extension](#)

Big Timber Station to Huntley

[North Central Service Improvements](#)

Union Station to Antioch

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Existing ME So Chicago Branch - Randolph to 93rd St

[Red Line South Extension](#)

95th to 130th Sts

[Orange Line Extension](#)

Midway to Ford City SC

[Circle Line South](#)

Lake/Ashland to Ashland Av Orange Line Station

[Blue Line West Extension](#)

Forest Park to Lisle

[DuPage "J-Line" Bus Rapid Transit](#)

Aurora to O'Hare/Schaumburg

[Mid-City Transitway](#)

Jefferson Pk Station to 87th St via BRC RR

[West Loop Transportation Center](#)

Union Station and Ogilvie Connection plus

[Central Area Transitway](#)

[Circle Line North](#)

[Brown Line Extension](#)

[Express Airport Train Service](#)

[Schaumburg-O'Hare Transit Connection](#)

[Yellow Line Extension](#)

[North Red Line Improvements](#)

Clinton St Subway

Carroll Ave-Clinton Ave: Navy Pier to  
Congress Pkwy

Fullerton Av Station to Ashland/Lake

Lawrence/Kimball to Jefferson Park Blue Line  
Station

O'Hare to Midway Plus Terminal at 108 N  
State

Schaumburg to O'Hare Western Terminal

Howard St to Old Orchard Road

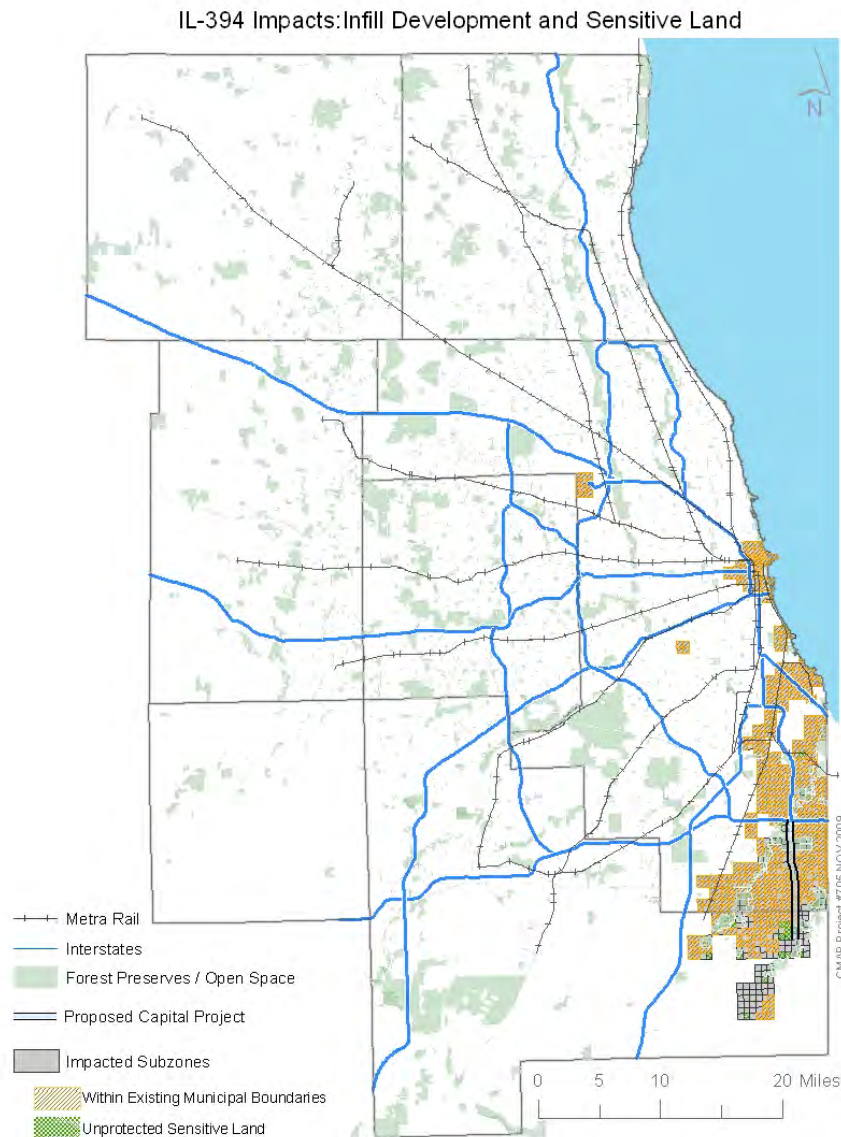
Howard St to Addison St

# IL 394

## Project Description

IL 394 connects southeastern Cook County and northeastern Will County to the rest of the region. The highway is expected to be a key access route to the proposed South Suburban Airport and developing Will County. The initial proposal is add lanes and upgrade design to expressway level from I-80/94 south to Exchange Street.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcome

Two lanes in each direction would be added from Thornton-Lansing Road to Steger Road; one lane in each direction would be added from Steger Road to Exchange Street. From I-80/94 to Exchange Street, IL 394 will be converted from the existing high-type arterial to freeway design. From Exchange Street to IL1, the road would remain a controlled-access arterial road.

Several reconfigured and expanded auxiliary lanes, interchanges and viaducts may be appropriate to improve traffic flow as well as highway safety. Preliminary plans call for several improvements: reconfiguration of the terminus at IL 1 and Goodenow Rd; reconstruction of two existing interchanges at Glenwood-Dyer Road and US 30; three (3) additional interchanges at Sauk Trail Road, Steger Road, and Exchange Street; existing overpass at Joe Orr Road reconstructed; two additional overpasses will be constructed at Richton Road and Faithorn-Burville Road.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	639
	Total income in region	\$412,724,000,000	\$31,818,000
	Gross Regional Product	\$626,828,000,000	\$46,190,000
Congestion	Average Speed	29	19
	Hours of congestion systemwide	3,536,881	1,968
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.09
Mode share	Total trips, auto	29,222,026	1,939
	Total trips, transit	3,306,482	-1,385
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	6,096
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.040
	Daily emissions of NOX, tons	50.937	0.064
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	28
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	37,192
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	19
	...as % of total impacted subzones	n/a	2%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	625
	...as % of total impacted subzones	n/a	78%
Peak period utilization	One-Way Traffic Volumes	7,200	3,700
	Peak Period One-Way Capacity	8,000	8,000
Facility condition	CRS score (applies to highways only)	n/a	8.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.



Cost: construction cost in 2009 dollars is estimated at \$540 million (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: the Project will provide enhanced access to the proposed Metra Southeast Service and proposed I-294 HOV service originated along I-80 near South Holland.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: The design for recent improvements includes accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and Old Plank Road.

Consistency with subregional plans: Adding lanes between US 30 and Exchange Street is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

### **Project Status**

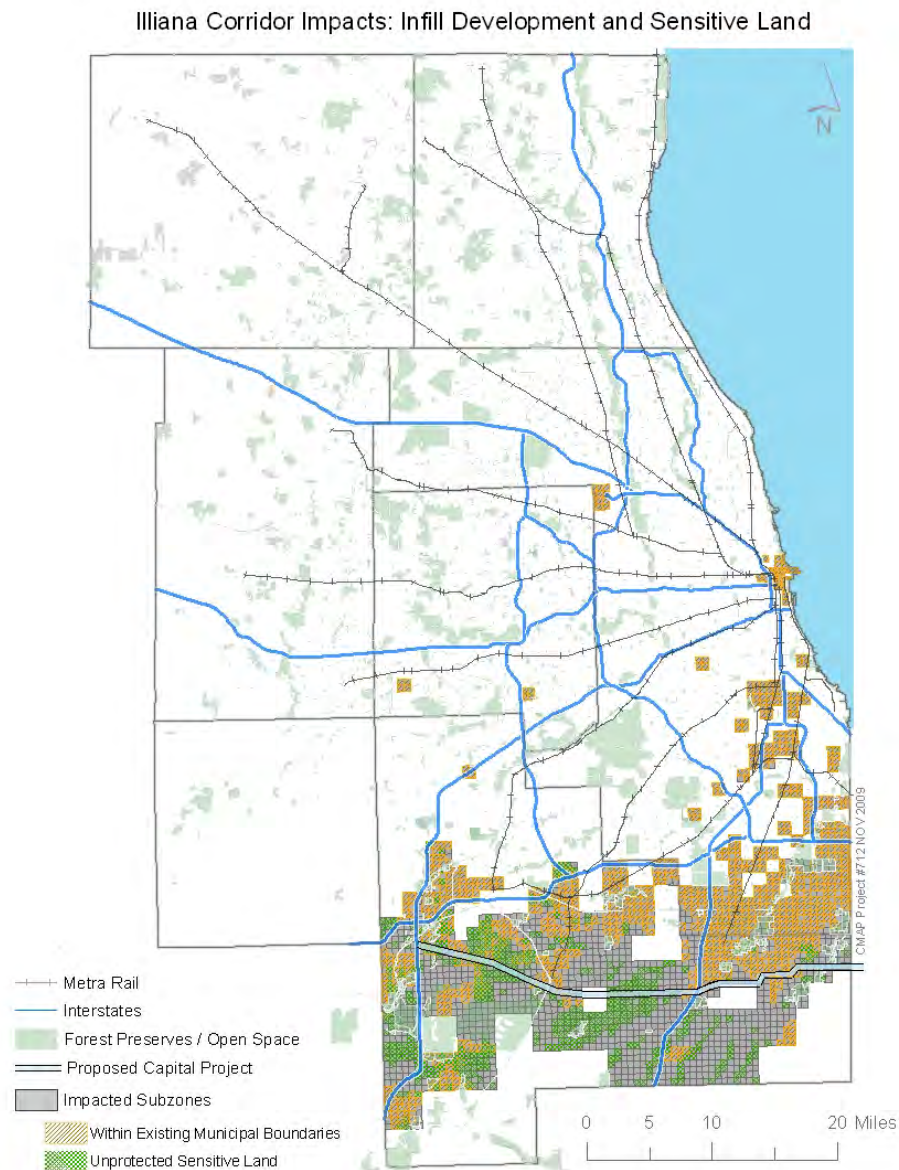
A phase-I engineering study for the project has been completed. This project has a year 2020 completion time frame.

# Illiana Corridor

## Project Description

To provide access to Will County's burgeoning freight and logistics centers and serve its increased residential population, as well as serve as an alternate to the highly traveled I-80 corridor, an Illiana expressway corridor has been proposed to connect I-55 south of Joliet to I-65 near Lowell Indiana traversing Will County.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The initial proposal is to build a new expressway, ranging from 4 to 6 lanes, from I-55 south of Joliet extending east into Indiana to I-65. The corridor length is estimated at 56 miles. Intermediate interchanges are planned at: IL 53, US 52, US 45, I-57, South Suburban Airport, IL 1/IL 394, and US 41.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	3,856
	Total income in region	\$412,724,000,000	\$198,964,000
	Gross Regional Product	\$626,828,000,000	\$291,318,000
Congestion	Average Speed	n/a	47
	Hours of congestion systemwide	3,536,881	3,807
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	10,941
	Total trips, transit	3,306,482	-8,531
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,261
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.077
	Daily emissions of NOX, tons	50.937	0.148
	Annual emissions of direct PM, tons	1,020.4	2.9
	Annual emissions of NOX, tons	20,187	69
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	13,940
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	467
	...as % of total impacted subzones	n/a	19%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,050
	...as % of total impacted subzones	n/a	44%
Peak period utilization	One-Way Traffic Volumes	n/a	4,300
	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** In construction year 2017 dollars, combined construction and engineering cost estimates range from \$500 million for, for a 4-lane limited access expressway to \$869 million for an 8-lane limited access expressway (INDOT, Cambridge Systematics, Illiana Corridor Feasibility Study Final Report).

New Construction Cost estimates in (2009 \$) are as follows for a three lane roadway: \$1,750,000,000 from I-55 to I-57 (25 miles); \$700,000,000 from I-57 to IL 394 (10 miles); \$420,000,000 from IL 394 to US 41 (6 miles); and \$560,000,000 from US 41 to I-65 (8 miles). An average of \$70,000,000 per mile was used (IDOT).

**Connectivity:** The project connects a number of major roadways, including I-65 in Indiana, I-57, IL 394, and I-55. The proposed Illiana Corridor will also provide enhanced access to the following current and proposed Metra commuter rail stations: Midewin, Manhattan (Southwest Service); South Suburban Airport (Metra Electric), Crete (Southeast Service).

**Safety and Security:** The proposal enhances safety by providing additional east-west capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

**Bicycle and Pedestrian accommodation:** this project will be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

**Consistency with subregional plans:** All segments of the larger project from the Illiana Corridor west to I-55 are recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The Illiana Corridor will serve the aforementioned industrial and logistics development, particularly those planned in the vicinity of the Joliet Arsenal area. Freight stakeholders in Will County have even recommended specific alignments for the expressway that will have minimal impact on local residential communities.

## **Project Status**

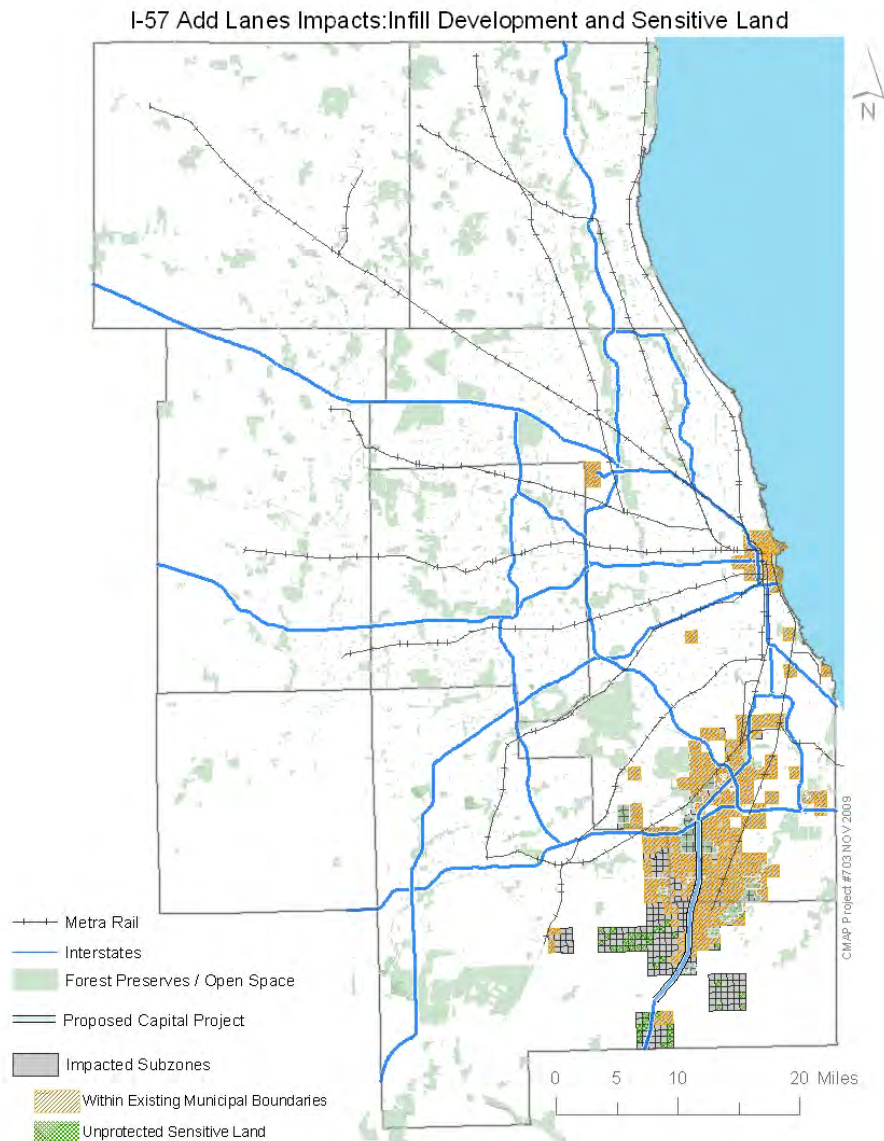
INDOT with Cambridge Systematics released the Illiana Corridor Feasibility Study Final Report in July 2009. At this juncture, there has not been a decision reached on the exact alignment of the proposed expressway, neither are additional activities, such as alternatives analysis, scheduled. The scope of the Illiana project has expanded considerably since the 2030 RTP publication, now addressing connections from I-394 to west I-57, and I-57 west to I-55 (in effect incorporating three separate proposals from the 2030 plan). As part of a project level analysis, consideration should be given to coordinate with the proposed Prairie Parkway near Minooka. This project has a year 2030 time frame.

# I-57 Add Lanes

## Project Description

I-57 links the Chicago area with east central and southern Illinois as well as cities of the lower Mississippi River valley. I-57 also provides a regional link to the proposed South Suburban Airport. The initial proposal is to add one lane in each direction to I-57 from I-80 south to Wilmington-Peotone Road.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

One lane will be added on 17.1 miles of I-57 from I-80, first to the proposed Illiana Expressway, and then to Wilmington-Peotone Road. New interchange access will be available from Stuenkel Road and the proposed South Suburban Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	415
	Total income in region	\$412,724,000,000	\$17,255,000
	Gross Regional Product	\$626,828,000,000	\$26,213,000
Congestion	Average Speed	29	11
	Hours of congestion systemwide	3,536,881	10,774
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.14
Mode share	Total trips, auto	29,222,026	7,355
	Total trips, transit	3,306,482	-7,377
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,512
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.055
	Daily emissions of NOX, tons	50.937	0.064
	Annual emissions of direct PM, tons	1,020.4	0.8
	Annual emissions of NOX, tons	20,187	26
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	30,611
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	49
	...as % of total impacted subzones	n/a	5%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	593
	...as % of total impacted subzones	n/a	65%
Peak period utilization	One-Way Traffic Volumes	6,900	2,500
	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.6

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Construction cost in 2009 dollars is estimated at \$800 million (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

**Connectivity:** Project will provide improved access to existing and planned Metra Electric Service stations, from Matteson through the proposed South Suburban Airport station.

**Safety and Security:** The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents, as well as HOV travel necessitated by recovery actions.

Bicycle and pedestrian accommodation: This project will be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan for encouraging economic growth, particularly in the freight industry and as a complement to a proposed South Suburban Airport.

### **Project status**

No project planning activities or studies are scheduled in the near future. This project has a long term (year 2030) completion time frame.

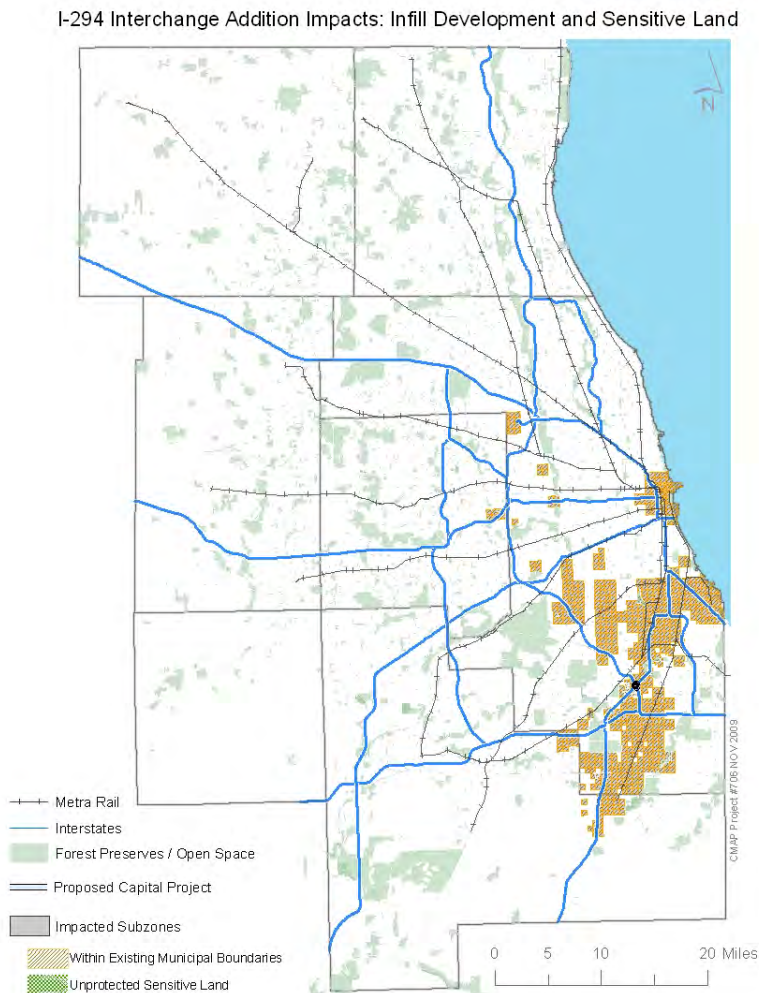


# I-294 at I-57 Interchange Addition

## Project Description

The Tri-State Tollway was originally intended to provide a bypass of congested city highways for external trips traveling through the region. Today, the Tri-State also links suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals. A proposed new full interchange at the crossing of I-294 and I-57 in South Cook County is expected to improve accessibility to and from the south and southwest suburbs.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*



## Project Details and Evaluation

The initial proposal is to build a new full interchange at I-57, between I-57's existing 147<sup>th</sup> and 159<sup>th</sup> Street interchanges.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	7
	Total income in region	\$412,724,000,000	\$1,896,000
	Gross Regional Product	\$626,828,000,000	\$3,176,000
Congestion	Average Speed	0	0
	Hours of congestion systemwide	3,536,881	9,408
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.01
	Average travel time in minutes, transit	58.36	-0.02
Mode share	Total trips, auto	29,222,026	3,509
	Total trips, transit	3,306,482	-3,712
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	714
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.047
	Daily emissions of NOX, tons	50.937	0.004
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,014
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	722
	...as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	0	0
	Peak Period One-Way Capacity	0	0
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: estimated project cost is \$687 million (2009 \$).

Connectivity: Project may facilitate HOV transit services from farther south suburbs utilizing proposed I-294 HOV lane projects.

Safety and Security: Project will provide additional route alternatives for evacuation and first response actions.

Bicycle and pedestrian accommodation: The project should be coordinated with regional and local jurisdictions along this facility that maintain or are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: Not identified.

**Project Status:**

The Illinois Tollway has this project listed as a component in their Congestion Relief Program

([http://www.illinoistollway.com/pls/portal/url/PAGE/Tollway/TrafficConst/TrafficConst\\_CRP/](http://www.illinoistollway.com/pls/portal/url/PAGE/Tollway/TrafficConst/TrafficConst_CRP/)). The Illinois Tollway with IDOT completed an environmental assessment of the project in August 2008

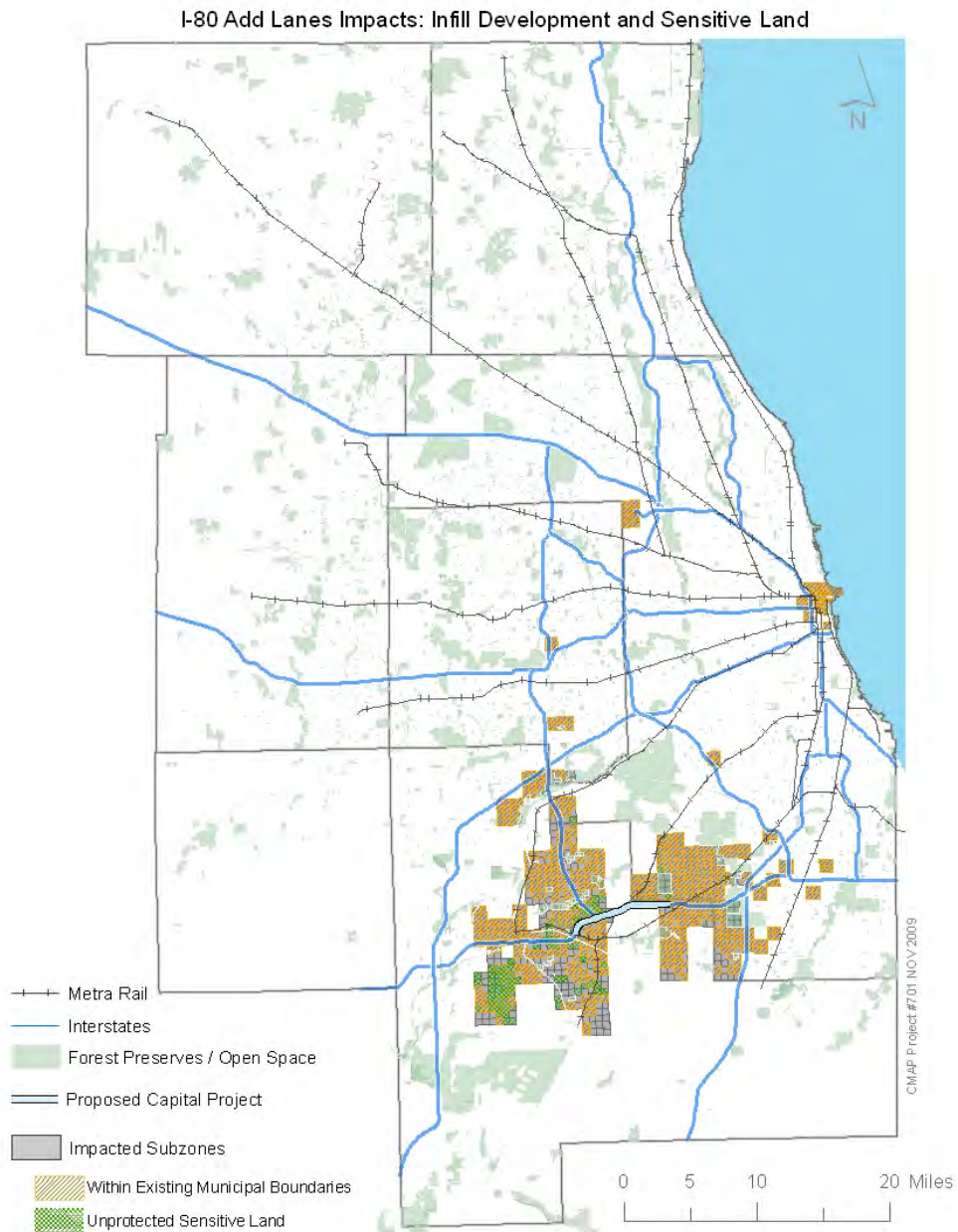
([http://www.dot.state.il.us/desenv/Environment/I294I57\\_EA/Cover.pdf](http://www.dot.state.il.us/desenv/Environment/I294I57_EA/Cover.pdf)) and have applied for US DOT TIGER funding in September of 2009. No further planning activities have been scheduled thus far. The project has a year 2020 completion time frame.

# I-80 Add Lanes

## Project Description

I-80 serves southern Cook and Will Counties, linking the region to the northern tier of the United States. This proposal will add lanes to I-80 from the US 30 east to US 45.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

Initially, the add lanes on the 8.0 mile long US 30 to US 45 segment will be pursued, with managed lanes proposed for a larger corridor extending from River Road near Minooka (Grundy County) east to I-294. The initial segment is scheduled first to serve travel demand resulting from the recent completion of the I-355 south extension to I-80.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,504
	Total income in region	\$412,724,000,000	\$72,631,000
	Gross Regional Product	\$626,828,000,000	\$106,945,000
Congestion	Average Speed	n/a	9
	Hours of congestion systemwide	3,536,881	-19,048
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.06
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	3,410
	Total trips, transit	3,306,482	-3,641
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,226
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.030
	Daily emissions of NOX, tons	50.937	0.002
	Annual emissions of direct PM, tons	1,020.4	0.2
	Annual emissions of NOX, tons	20,187	3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	10,002
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	86
	...as % of total impacted subzones	n/a	10%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	607
	...as % of total impacted subzones	n/a	71%
Peak period utilization	One-Way Traffic Volumes	n/a	2,700
	Peak Period One-Way Capacity	n/a	4,000
Facility condition	CRS score (applies to highways only)	n/a	7.6

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Construction cost in 2009 dollars is estimated at \$100,000,000 (IDOT District 1, January, 2010- Neither engineering nor ROW acquisition included).

**Connectivity:** Interchanges at US 30 and US 45 are located near the respective New Lenox and Hickory Creek stations on the Metra Rock Island District commuter rail line.

**Safety and Security:** The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle-truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: The design for recent improvements include accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and the nearby parallel Old Plank Road.

Consistency with subregional plans: expansion of lanes from present between Harlem Avenue and I-55 is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

### **Project status**

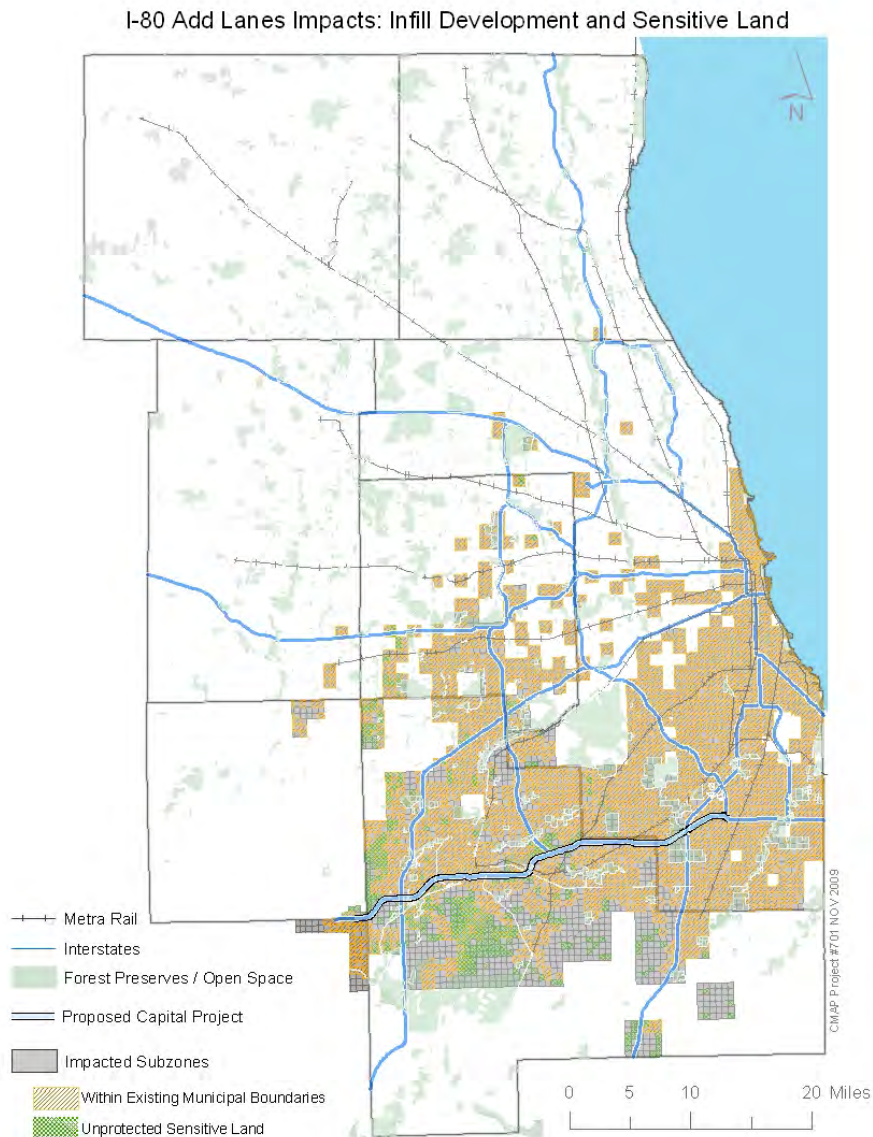
Phase 1 Engineering is underway for this project, which has a completion time frame of year 2015. It is unclear whether the more expansive managed lanes project will have a concurrent or subsequent completion time frame.

# I-80 Managed / Add Lanes

## Project Description

I-80 serves southern Cook and Will Counties, linking the region to the northern tier of the United States. The proposal is to add lanes to I-80 from the Grundy County line east to I-294. Initially the add lanes between US 30 and US 45 will be pursued (see I-80 Add Lanes). A more expansive project proposal calls for a combination of new managed lanes and general purpose lanes will be added throughout the entire corridor.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcome

This project calls for:

Adding a managed lane in each direction from River Road east to I-294, plus adding a general purpose lane from I-55 to US 30. This corridor totals 34.5 miles in length.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	3,470
	Total income in region	\$412,724,000,000	\$161,743,000
	Gross Regional Product	\$626,828,000,000	\$237,901,000
Congestion	Average Speed	n/a	15
	Hours of congestion systemwide	3,536,881	-47,162
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.20
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	2,867
	Total trips, transit	3,306,482	-3,323
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	11,832
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.083
	Daily emissions of NOX, tons	50.937	0.124
	Annual emissions of direct PM, tons	1,020.4	1.4
	Annual emissions of NOX, tons	20,187	54
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	63,669
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	180
	...as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,496
	...as % of total impacted subzones	n/a	75%
Peak period utilization	One-Way Traffic Volumes	n/a	5,100
	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	7.6

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars is estimated as follows: reconstruction and add lane (3<sup>rd</sup>/ each direction) from Grundy County Line to US 30 - \$750,000,000; reconstruction and add lanes (4<sup>th</sup>, managed, each direction) from US 45 to I-294 - \$600,000,000; reconstruction and add lanes (4<sup>th</sup>, managed, each direction) from Grundy County Line to US 30, \$900,000,000 (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: I-80 provides access to the following Metra Rock Island District current and proposed commuter stations: Minooka, Joliet, New Lenox, Hickory Creek, and Tinley Park.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: The designs for recent improvements include accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and the nearby parallel Old Plank Road.

Consistency with subregional plans: expansion of lanes from present between Harlem Avenue and I-55 is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

### **Project status**

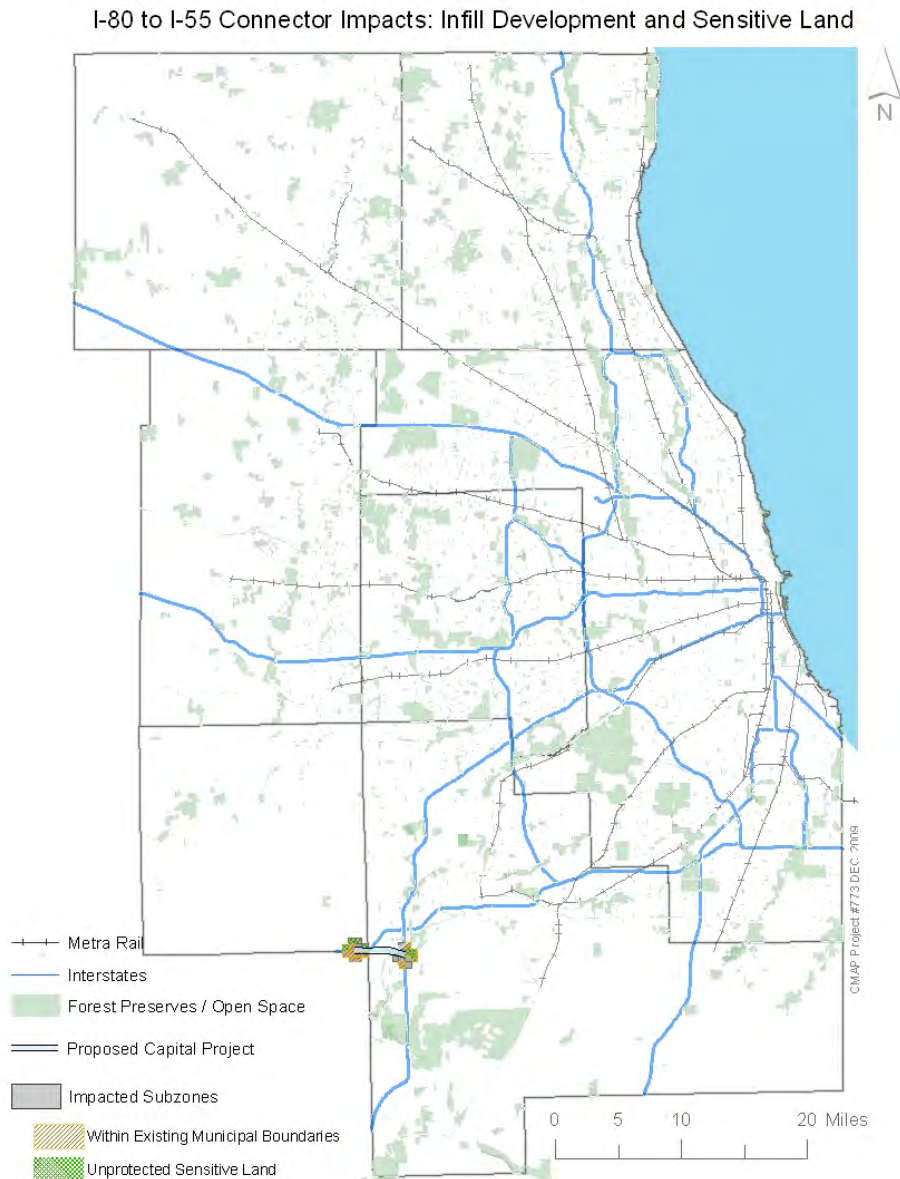
Phase 1 Engineering is underway for the US 30 to US 45 segment, which has a completion time frame of year 2015. It is unclear whether the more expansive managed lanes project will have a concurrent or subsequent completion time frame.



# I-80 to I-55 Connector

## Project Description

The commercial and industrial developments in Will County south of Joliet will require improvements in access and connectivity within NE Illinois and to other areas across the state and nation. Critical to this goal is providing an expressway connection from I-80 and the Prairie Parkway to I-55 and the Illiana Corridor.



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

This proposal calls for building an expressway connection from the I-80 at Prairie Parkway interchange southeast to the interchange of I-55 at the proposed Illiana Corridor (exact alignment is undetermined, but could be as long as 9.3 miles). This proposed expressway will have no intermediate interchanges.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,387
	Total income in region	\$412,724,000,000	\$64,446,000
	Gross Regional Product	\$626,828,000,000	\$95,565,000
Congestion	Average Speed	n/a	55
	Hours of congestion systemwide	3,536,881	-8,548
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	2,499
	Total trips, transit	3,306,482	-2,803
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,166
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.026
	Daily emissions of NOX, tons	50.937	0.091
	Annual emissions of direct PM, tons	1,020.4	0.6
	Annual emissions of NOX, tons	20,187	36
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-2,007
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	8
	...as % of total impacted subzones	n/a	33%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	13
	...as % of total impacted subzones	n/a	54%
Peak period utilization	One-Way Traffic Volumes	n/a	1,700
	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Undetermined

Connectivity: The principal purpose of the project is to connect two other proposed projects, the Illiana Expressway and the Prairie Parkway. The project also would provide enhanced access between proposed extensions of the BNSF (Oswego), Rock Island District (Minooka) and Southwest Service (Midewin).

Safety and Security: The proposal enhances safety by providing additional expressway capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts.

The proposal will enhance security by adding capacity to facilitate circumferential travel for regional response to incidents.

Bicycle and pedestrian accommodation: Several improvements to bicycle and pedestrian trail facilities parallel and traversing the project corridor are also planned.

Consistency with subregional plans: Not identified.

### **Project Status**

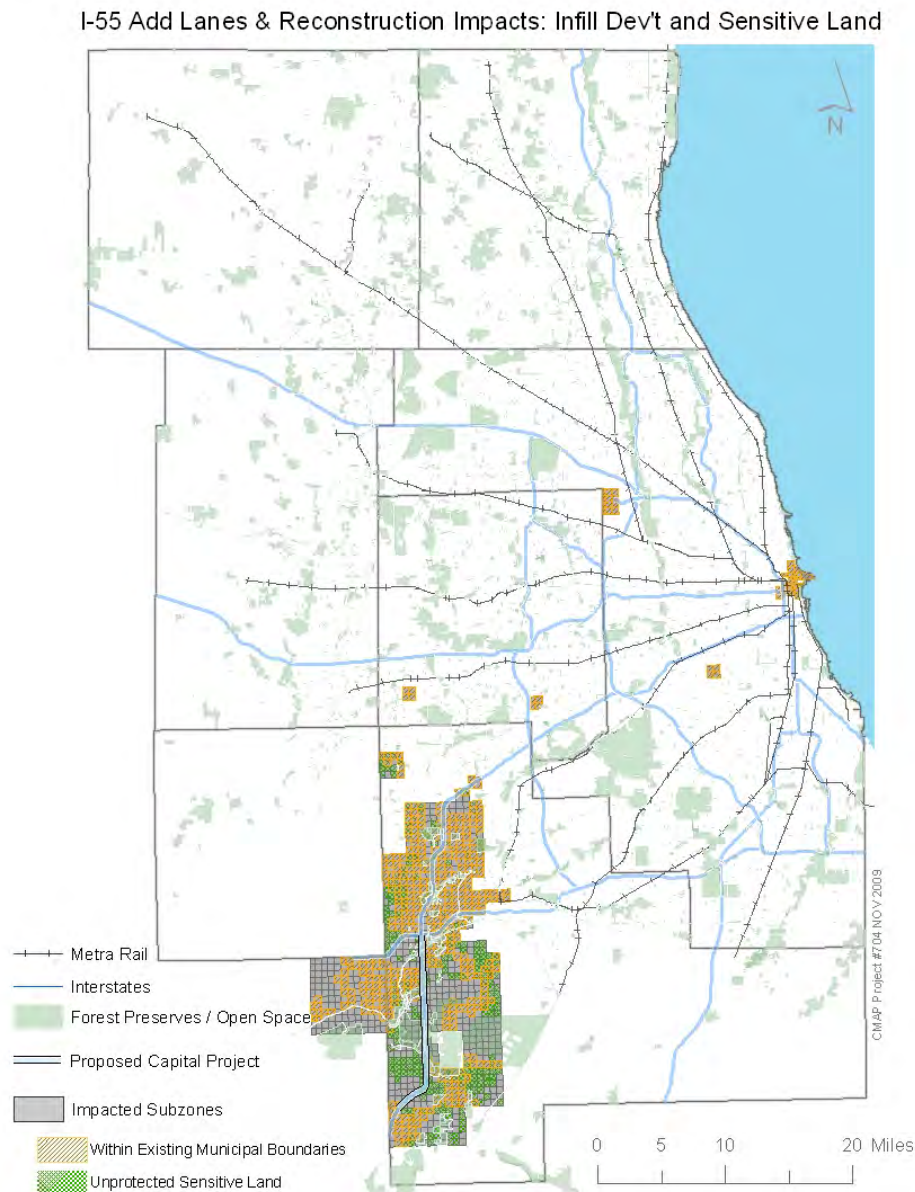
This project is viewed as contingent upon the completion of the Prairie Parkway and Illiana Corridor. No planning or engineering activities are scheduled at this time. This project has a year 2040 completion time frame.

# I-55 Add Lanes

## Project Description

I-55 links the Chicago area to central Illinois, St. Louis, and the southwest United States. Rapid population and employment growth has taken place in this corridor over the past several years, and is expected to continue. Additional lanes are proposed along I-55 from I-80 on the north to Coal City Road on the south.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The proposed add lanes from I-80 south to Coal City Road have a total project length of 14.8 miles.

A future reconstruction will be needed to address mainline pavement condition and improve interchanges. When completed this project will include complete roadway reconstruction, bridge reconstruction or replacement, an improved interchange at IL 129 and additional safety and operations improvements which may enable managed lane implementation. A system interchange connecting the proposed Illiana Corridor may also be constructed.

In 2007 IDOT completed a widening of I-55 from Naperville Road to I-80 as a staged improvement to provide three lanes in each direction.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,457
	Total income in region	\$412,724,000,000	\$73,749,000
	Gross Regional Product	\$626,828,000,000	\$108,798,000
Congestion	Average Speed	n/a	23
	Hours of congestion systemwide	3,536,881	-6,562
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	1,835
	Total trips, transit	3,306,482	-2,230
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	677
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.009
	Daily emissions of NOX, tons	50.937	0.037
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	14
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-1,705
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	145
	...as % of total impacted subzones	n/a	24%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	264
	...as % of total impacted subzones	n/a	43%
Peak period utilization	One-Way Traffic Volumes	n/a	1,000
	Peak Period One-Way Capacity	n/a	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.8

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital cost of the add-lanes and reconstruction from I-80 south to Coal City Road is \$750,000,000 (2009 \$).

**Connectivity:** The project increases access to I-80 from points south along I-55. It is also expected to expedite travel to the following nearby Metra commuter rail services: Rock Island District (Joliet), Southwest Service (Midewin), STAR Line (Plainfield), and proposed HOV transit opportunities along I-55 between Weber Road and I-90/94.

**Safety and Security:** As an add lanes and interchange improvement project, this proposal improves both corridor and regional safety by: reducing vehicle conflicts from entering and exiting vehicles, providing additional capacity for mainline traffic, and providing additional capacity to facilitate the large volume of truck traffic utilizing the I-55 corridor. The proposed improvements also enhance I-55's capability to serve as an evacuation route and facilitator of first responder vehicle traffic in the event of an emergency.

**Bicycle and pedestrian accommodation:** The project should be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

**Consistency with subregional plans:** the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The City of Wilmington's 2008 Comprehensive Plan also recommends adding lanes to I-55 south of I-80.

### **Project Status:**

Alternatives analysis has commenced on I-55 from River Road to Coal City Road in the Wilmington area of southern Will County, with 4 design alternatives being decided upon for the affected interchanges. Additional warehousing and industrial development expected in this area are focusing attention on I-55 operations and capacity. The study's primary focus is the rehabilitation and reconfiguration of the interchanges; the need for additional lanes will also be evaluated. Project planning (Phase I and Phase II) for the Wilmington area project will be completed by year 2012 with construction by 2015. For more project information, go to the [www.i-55wilmingtonstudy.com](http://www.i-55wilmingtonstudy.com) website.

The remainder of the proposal is anticipated to be completed by year 2020.

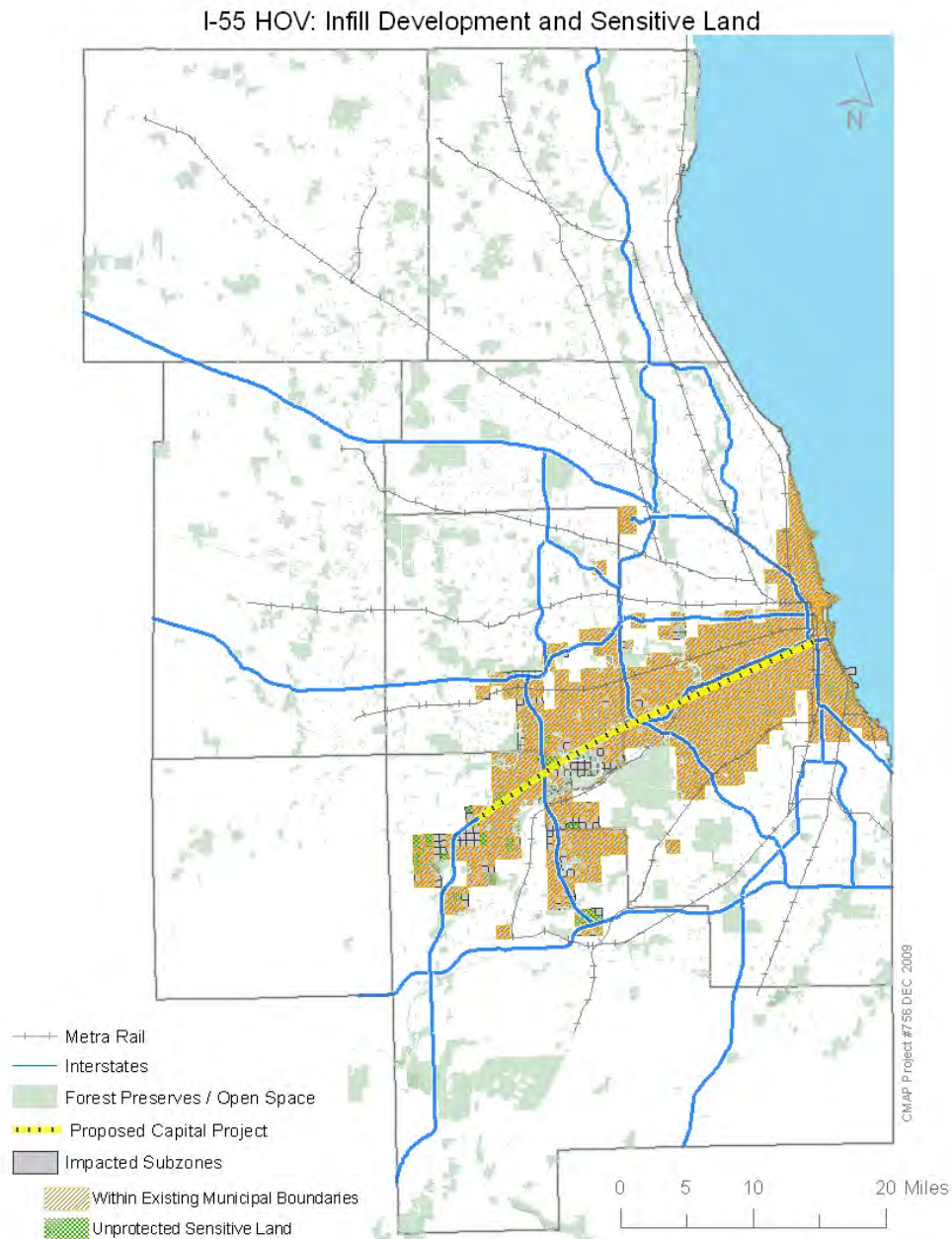


# I-55 HOV

## Project Description

A managed lane consisting of a high occupancy vehicle (HOV) lane facility is proposed to be added on I-55 from Weber Road to I-90/94.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

Two (one each direction) additional managed lanes are proposed; the resulting additional lanes may be operated as no-cost HOV, High-Occupancy Toll (HOT), congestion pricing, dynamic pricing, or truck-only lanes.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	2,098
	Total income in region	\$412,724,000,000	\$107,017,000
	Gross Regional Product	\$626,828,000,000	\$155,460,000
Congestion	Average Speed	16	2
	Hours of congestion systemwide	3,536,881	-34,299
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.14
	Average travel time in minutes, transit	58.36	-0.18
Mode share	Total trips, auto	29,222,026	3,041
	Total trips, transit	3,306,482	-4,608
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	4,237
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.037
	Daily emissions of NOX, tons	50.937	0.033
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	17
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	36,588
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	42
	...as % of total impacted subzones	n/a	3%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,470
	...as % of total impacted subzones	n/a	89%
Peak period utilization	One-Way Traffic Volumes	11,500	1,500
	Peak Period One-Way Capacity	12,000	2,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Dependent not only on construction and engineering costs, but also type of managed lane implemented. IDOT has provided a preliminary construction cost estimate of \$1,600,000,000 (2009 \$) for a 4<sup>th</sup> managed lane in each direction plus reconstruction of the project corridor.

**Connectivity:** Facility will provide travel connections to CTA Orange Line Stations at 35<sup>th</sup>, Ashland, and Halsted as well as Red Line, Green Line and Metra Electric stations near McCormick Place and near south areas. Existing Pace bus services may utilize the facility and the facilities in turn may develop as service hubs for multiple bus routes.



Safety and Security: Additional managed lane capacity can facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: HOV facilitates along the corridor may also contain adequate bicycle parking facilities and be integrated into existing communities bicycle and pedestrian systems.

Consistency subregional plans: Development of a Bolingbrook South Park and Ride Center along I-55 within the proposed corridor is identified as a key transit element in the Will County 2030 Transportation Framework Plan component of the Will County Land Use Plan.

### **Project Status**

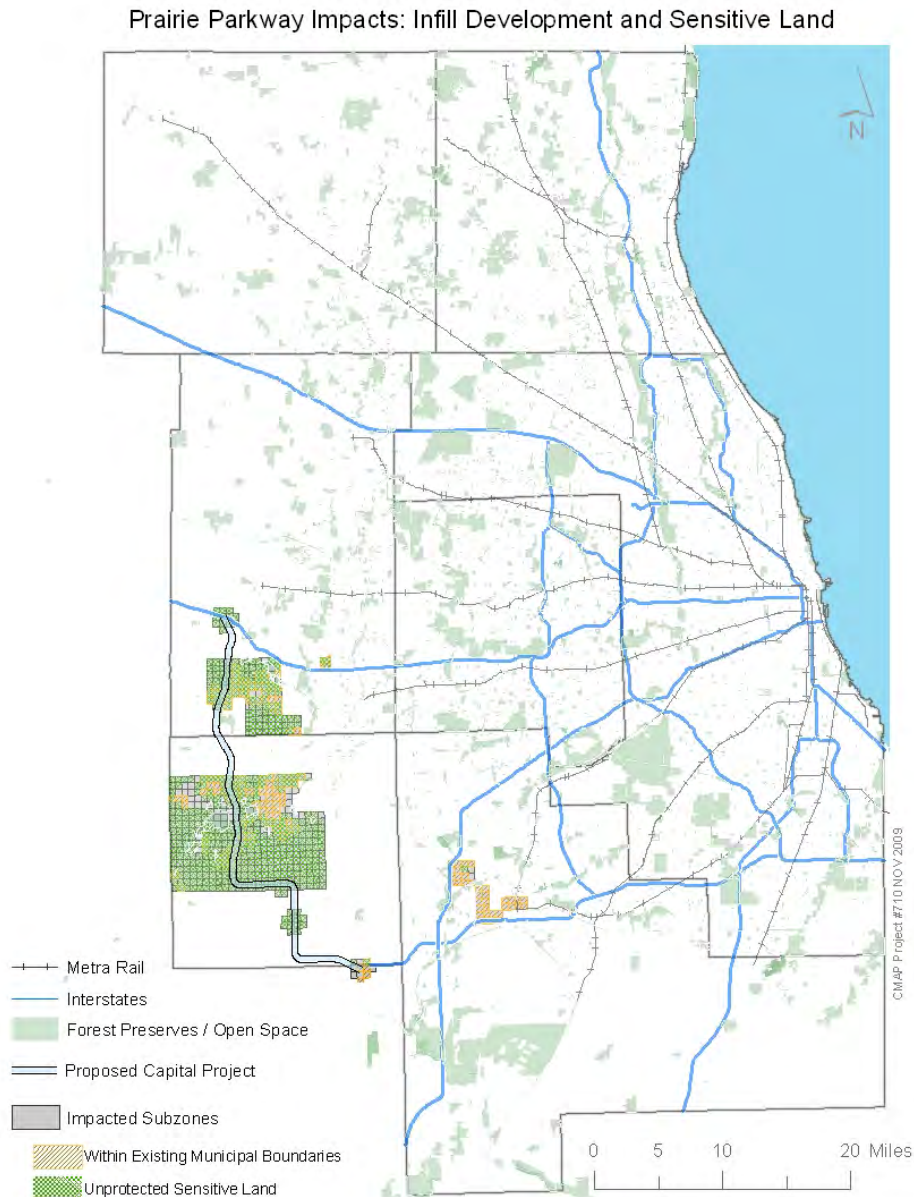
A similar project was previously studied by the RTA and IDOT in 1993. Currently, studies are ongoing with the RTA, in cooperation with IDOT and the FHWA, to implement a shoulder-riding bus service between I-355 and I-90/94 as an initial option. The shoulder riding concept is considered a near term completion project (2010/2011). The managed lane is considered a year 2020 or 2030 project.

# Prairie Parkway

## Project Description

The initial proposal is to introduce a new highway facility connecting I-80 to I-88 in Kane and Kendall Counties.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

In November 2007, a preferred alternative route, “B-5” was finalized and added to the state’s original Corridor Protection Map. The 37 mile long B-5 alignment features interchanges at: the north terminus with I-88, US 30, US 34, IL 71, IL 47 (as it jogs east toward Minooka), US 52, and at the south terminus into I-80. A concurrent project widening IL 47 in Grundy and Kendall Counties between I-80 and Caton Farm Road by one lane in each direction (4 total), along with several intersection improvements, is included in the approved B-5 alternative. Improvements to local and arterial streets are planned as part of the improvement to maintain access.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,748
	Total income in region	\$412,724,000,000	\$93,785,000
	Gross Regional Product	\$626,828,000,000	\$137,534,000
Congestion	Average Speed	0	48
	Hours of congestion systemwide	3,536,881	-32,025
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.16
	Average travel time in minutes, transit	58.36	-0.24
Mode share	Total trips, auto	29,222,026	6,623
	Total trips, transit	3,306,482	-5,424
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	7,625
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.041
	Daily emissions of NOX, tons	50.937	0.193
	Annual emissions of direct PM, tons	1,020.4	2.8
	Annual emissions of NOX, tons	20,187	81
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	163,958
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	528
	...as % of total impacted subzones	n/a	81%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	193
	...as % of total impacted subzones	n/a	30%
Peak period utilization	One-Way Traffic Volumes	0	4,400
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Total cost to complete the Prairie Parkway along the B-5 alignment (including the IL 47 widening) is estimated at \$908 million.

**Connectivity:** The project provides a new connection between two major expressways, I-80 and I-88.

Safety and Security: The proposal enhances safety by providing additional north-south expressway capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: Several improvements to bicycle and pedestrian trail facilities parallel and traversing the project corridor are also planned.

Consistency with subregional plans: this project is supported within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan.

**Project Status:**

A proposal was made to the Illinois State Toll Highway Authority in January 2008 by Kendall and Grundy counties to examine transferring jurisdiction of the project from IDOT to ISTHA for the purpose of advancing its construction timeframe. A Record of Decision was obtained in September 2008, which gave federal approval to the project and allowed the use of federal funds for additional phases of the project. See IDOT's project website, [www.prairie-parkway.com](http://www.prairie-parkway.com) , for more information.

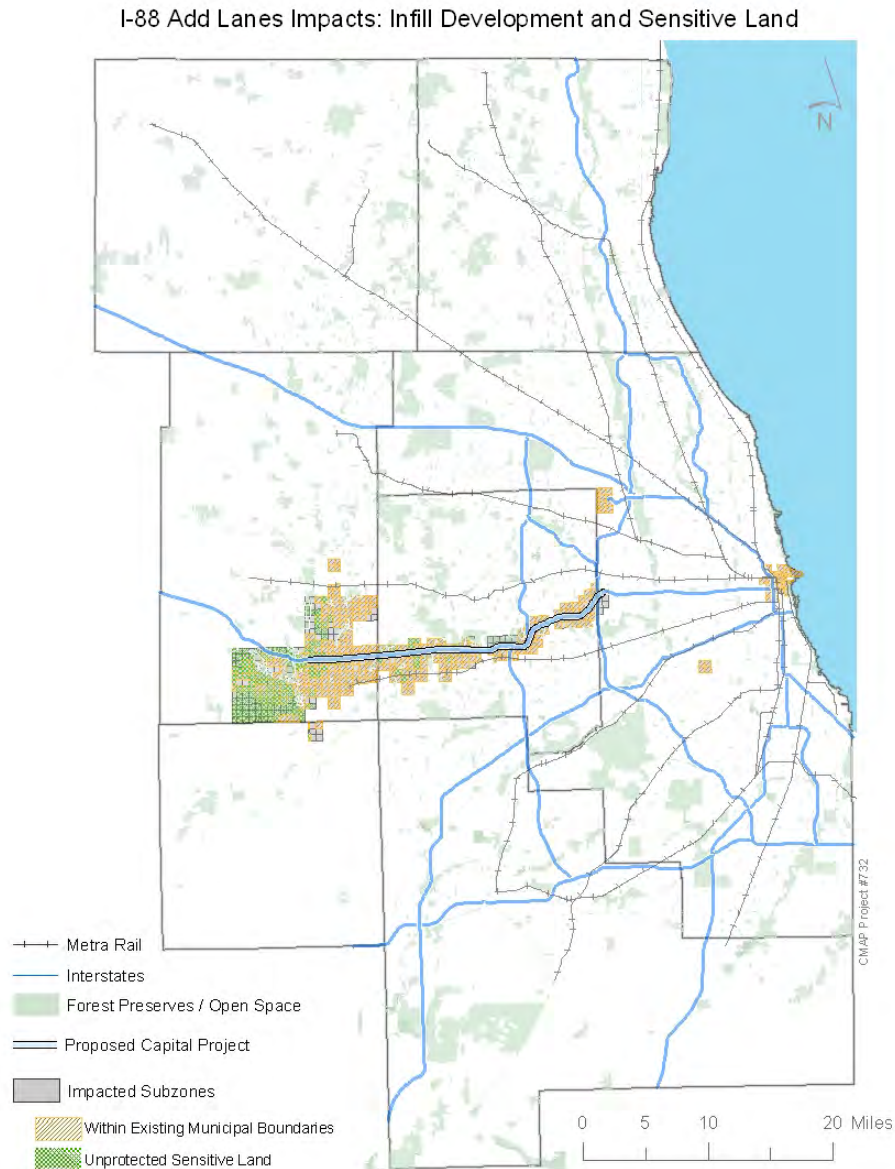
This project has a year 2020 to 2030 completion time frame.

# I-88 Add Lanes

## Project Description:

I-88 (Ronald Reagan Memorial Tollway) serves DuPage and Kane County, linking the region with western Illinois. The initial proposal is to provide an additional lane in each direction on the Ronald Reagan Memorial from Orchard Road to IL 56.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The add lanes along 4.1 miles of I-88 proposed from Orchard Road to IL 56 comes after the completion by the Illinois Tollway of a larger reconstruction and add lanes project on I-88 from I-294 west to Orchard Road.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	419
	Total income in region	\$412,724,000,000	\$20,799,000
	Gross Regional Product	\$626,828,000,000	\$30,815,000
Congestion	Average Speed	12	19
	Hours of congestion systemwide	3,536,881	8,381
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.23
Mode share	Total trips, auto	29,222,026	5,420
	Total trips, transit	3,306,482	-4,653
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-1,425
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.008
	Daily emissions of NOX, tons	50.937	0.008
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	5
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	12,517
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	168
	...as % of total impacted subzones	n/a	26%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	497
	...as % of total impacted subzones	n/a	77%
Peak period utilization	One-Way Traffic Volumes	7,400	2,000
	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	6.8	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Total cost is estimated at \$20 million (2009 \$).

**Connectivity:** This project improves travel on I-88 and the connections of this facility to other transportation facilities, but does not create any new connections.

**Safety and Security:** The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan.

Bicycle and pedestrian accommodations: The Tollway is including bicycle accommodation evaluation in the Tollway's development of improvements along I-88.

### **Project Status**

This project has a 2016 completion time frame. At this juncture there is no scheduled planning or engineering activities.



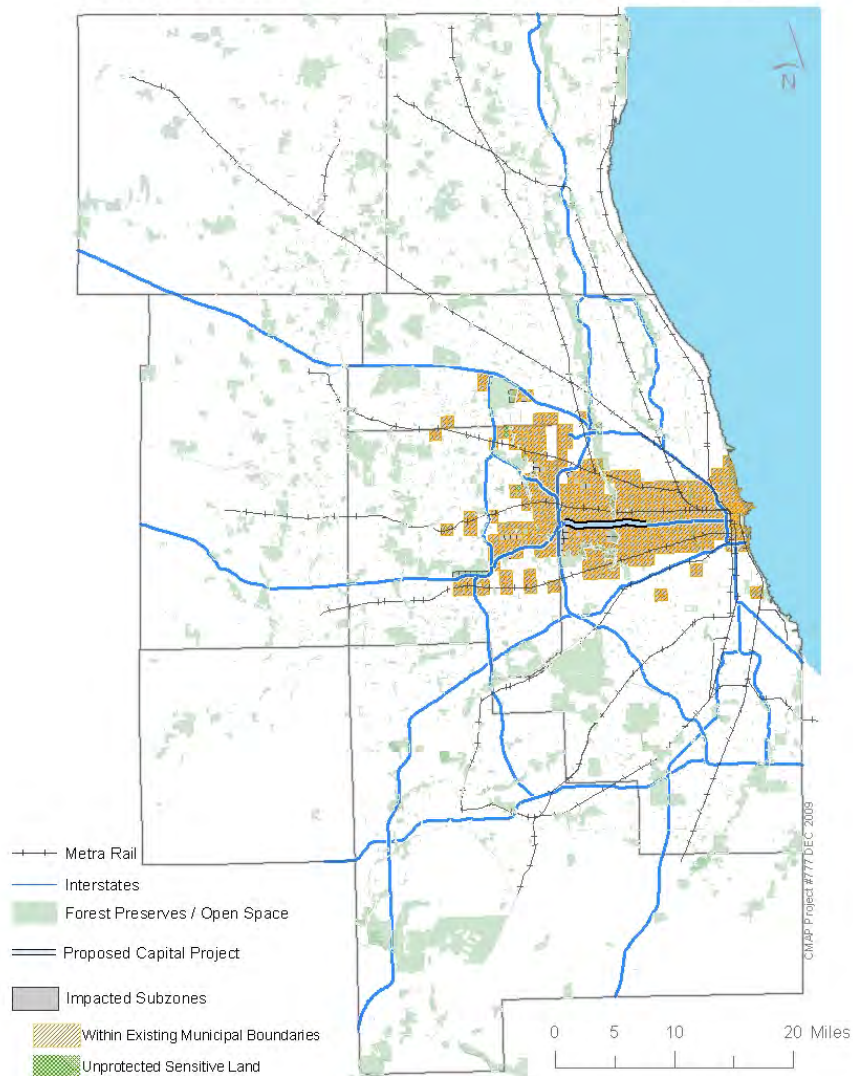
# I-290 Managed Lane

## Project Description

I-290 (Eisenhower Expressway) serves as a gateway between Chicago's CBD and the western suburbs. The I-290 corridor, in addition to significant vehicle usage, includes multiple modes of transportation including passenger and freight rail as well as CTA and Pace bus service. A high-occupancy vehicle lane is proposed as a placeholder for consideration in the plan until a full range of multi modal alternatives can be developed and evaluated at a project level of detail.

## Project Map

I-290 Managed Lanes Impacts: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*



## Project Details and Evaluation Outcomes

At present, a high-occupancy vehicle lane is proposed from I-88 to Austin Avenue (7.3 miles). Regardless of the ultimate outcome of detailed project-level alternatives analysis, it must be noted that the existing pavement and bridges of the Eisenhower Expressway are over 50 years old, and therefore, the complete reconstruction of I-290 from Mannheim Road to Cicero Avenue would be part of any proposal. In addition, a study of capping a portion of the I-290 expressway in this area is being developed by the Village of Oak Park. That study will evaluate whether a cap may reduce community impacts and could provide complimentary transportation facilities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,283
	Total income in region	\$412,724,000,000	\$70,681,000
	Gross Regional Product	\$626,828,000,000	\$102,745,000
Congestion	Average Speed	5	2
	Hours of congestion systemwide	3,536,881	-22,676
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.11
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	6,537
	Total trips, transit	3,306,482	-5,502
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,271
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.019
	Daily emissions of NOX, tons	50.937	0.007
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	15,921
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	791
	...as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	13,200	2,200
	Peak Period One-Way Capacity	10,800	2,400
Facility condition	CRS score (applies to highways only)	5.1	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** The HOV Lane placeholder would have a construction cost in 2009 dollars of \$1.5 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

**Connectivity:** This segment of the Eisenhower Expressway contains the Blue Line Forest Park service in its median and provides access to stations at Forest Park,

Harlem Avenue, Oak Park Avenue, and Austin Avenue. There is also a proposal to extend Blue Line service within or closely parallel to this segment of Eisenhower with potential stops at 1<sup>st</sup> Avenue, 25<sup>th</sup> Avenue, and Mannheim Road (this extension would reach out to Oak Brook terminating at Lisle).

**Safety and Security:** Improving the mobility for users of the I-290 corridor could enhance security and safety by providing multiple and enhanced transit choices, improved access connections between all modes, and updated facilities that meet current standards. This could facilitate travel for evacuation and response to incidents, as well as travel on alternative modes necessitated by recovery actions.

**Bicycle and pedestrian accommodation:** improvements along the corridor would also seek to enhance existing bicycle and pedestrian facilities, and would be integrated into existing communities' bicycle and pedestrian systems.

**Consistency with subregional plans:** The consideration of a variety of alternatives in the I-290 corridor, including a managed lane, has also been endorsed by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

## **Project Status**

IDOT has re-initiated the Phase I study process in Fall 2009 and has conducted initial public outreach in advance of feasibility studies and alternatives analyses. More information on the current study process can be found at [www.eisenhowerexpressway.com](http://www.eisenhowerexpressway.com). This project has a year 2020 completion time frame.

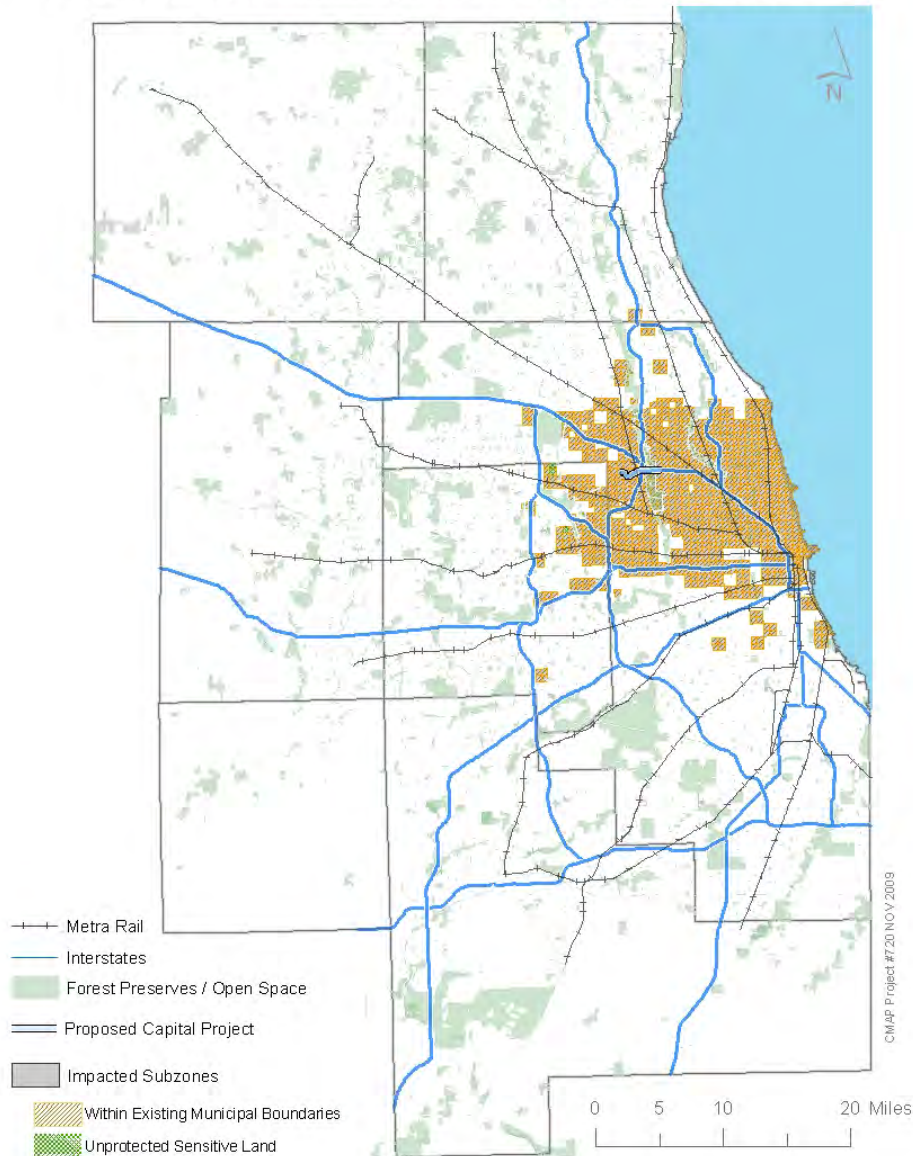
# I-190 Improvements

## Project Description:

This project consists primarily of redesigning and reconfiguring arterial access to I-190 and O'Hare International Airport to improve mobility and reduce congestion and collisions.

## Project Map

I-190 Access Improvements Impacts: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

This project will address design improvements and improvements to both arterial and expressway interchanges along the entire 2.4 mile length of I-190.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	386
	Total income in region	\$412,724,000,000	\$16,939,000
	Gross Regional Product	\$626,828,000,000	\$24,781,000
Congestion	Average Speed	27	27
	Hours of congestion systemwide	3,536,881	-7,031
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.07
Mode share	Total trips, auto	29,222,026	3,850
	Total trips, transit	3,306,482	-4,040
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-674
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.034
	Daily emissions of NOX, tons	50.937	0.017
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	7
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	14,946
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,057
	...as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	11,600	-1,400
	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	6.5	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Estimated project cost is \$355 million. The City of Chicago and IDOT have a 2003 letter of intent establishing a 50/50 sharing of costs for the entire program.

**Connectivity:** Though this road primarily serves trips utilizing O'Hare Airport for passenger air travel it will also provide access to the CTA Blue Line and proposed O'Hare to Schaumburg and Metra STAR Line services.

**Safety and Security:** Improvements will facilitate evacuation from and first response to incidents. Improvements will also reduce vehicle-vehicle conflicts reducing potential for accidents.

Bicycle and pedestrian accommodations: Not identified.

Consistency with subregional plans: Project elements are acknowledged as key components of O'Hare Modernization Program (OMP) plans and activities.

### **Project Status**

Project planning is advancing; several project elements have already been funded through IDOT, CDOT, and the Chicago Department of Aviation (using its Passenger Facility Charge funds). This project has a projected year 2020 completion.

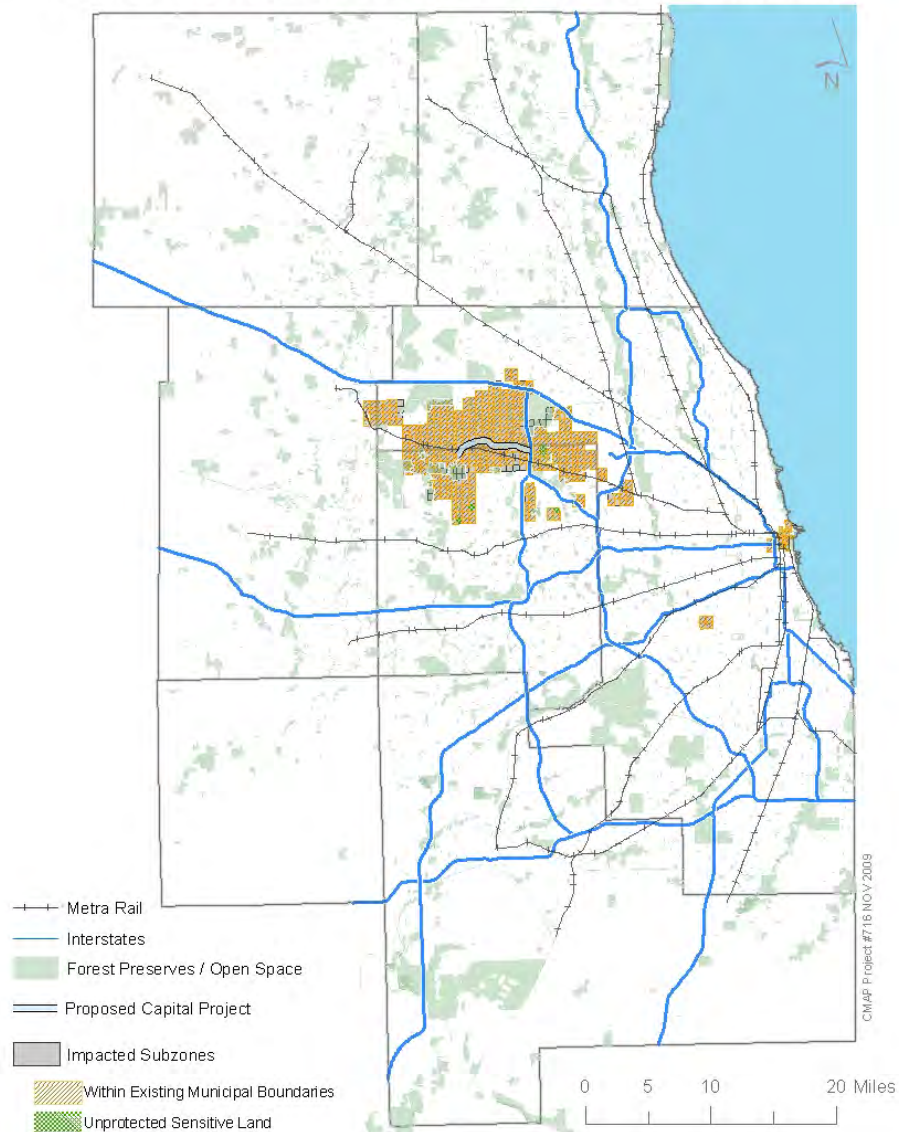
# Elgin O'Hare Add Lanes

## Project Description

The Elgin-O'Hare Expressway serves northwest Cook and northern DuPage Counties. An initial segment of the highway was opened in the 1990's and presently carries high traffic volumes. This project involves adding lanes to the existing freeway, which currently provides two lanes in each direction from US20 to near I-290.

## Project Map

Elgin O'Hare Expressway Add Lanes Impacts: Infill Dev. and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcome

The extent of the expanded (4 to 6 total lanes) expressway would be from I-290 west to Gary Avenue (5.5 miles). An expressway to expressway interchange at I-290 and the proposed eastern extension of the Elgin O'Hare expressway is also proposed. (Please note that western and eastern extensions are evaluated as separate projects.)

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,615
	Total income in region	\$412,724,000,000	\$88,961,000
	Gross Regional Product	\$626,828,000,000	\$130,579,000
Congestion	Average Speed	19	16
	Hours of congestion systemwide	3,536,881	-6,854
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.06
	Average travel time in minutes, transit	58.36	-0.14
Mode share	Total trips, auto	29,222,026	44
	Total trips, transit	3,306,482	1,464
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	4,431
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.007
	Daily emissions of NOX, tons	50.937	-0.007
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-6,964
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	5
	...as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	493
	...as % of total impacted subzones	n/a	91%
Peak period utilization	One-Way Traffic Volumes	8,000	2,100
	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	7.2

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Construction cost in 2009 dollars is estimated at \$650 million (Neither engineering nor ROW acquisition included).

**Connectivity:** This project will provide access to several proposed O'Hare to Schaumburg Transit Service stations within the I-290 and Elgin O'Hare East Extension right-of-way.

**Safety and Security:** The addition of travel lanes will enhance safety by reducing congestion-related incidents. The additional capacity will also enhance the existing Elgin O'Hare Expressway's capability to facilitate evacuations and incident response.

Bicycle and pedestrian accommodation: Improved connectivity to existing local bicycle and pedestrian path systems and to bicycle-pedestrian improvements that are part of the Elgin O'Hare East Extension will be pursued.

Consistency with subregional plans. Village of Roselle and Elk Grove Village via their community development departments have expressed concern with traffic mitigation from this and other planned Elgin O'Hare projects.

### **Project Status**

The Gary Avenue to I-290 add lanes segment was studied as part of the Draft Environmental Impact Statement (DEIS) process during calendar year 2009 – see [www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)

At this time, it is unclear if a separate alternatives analysis and DEIS process will be initiated specifically for this add-lanes segment. IDOT has indicated this is a high priority project, with a scheduled year 2020 completion.

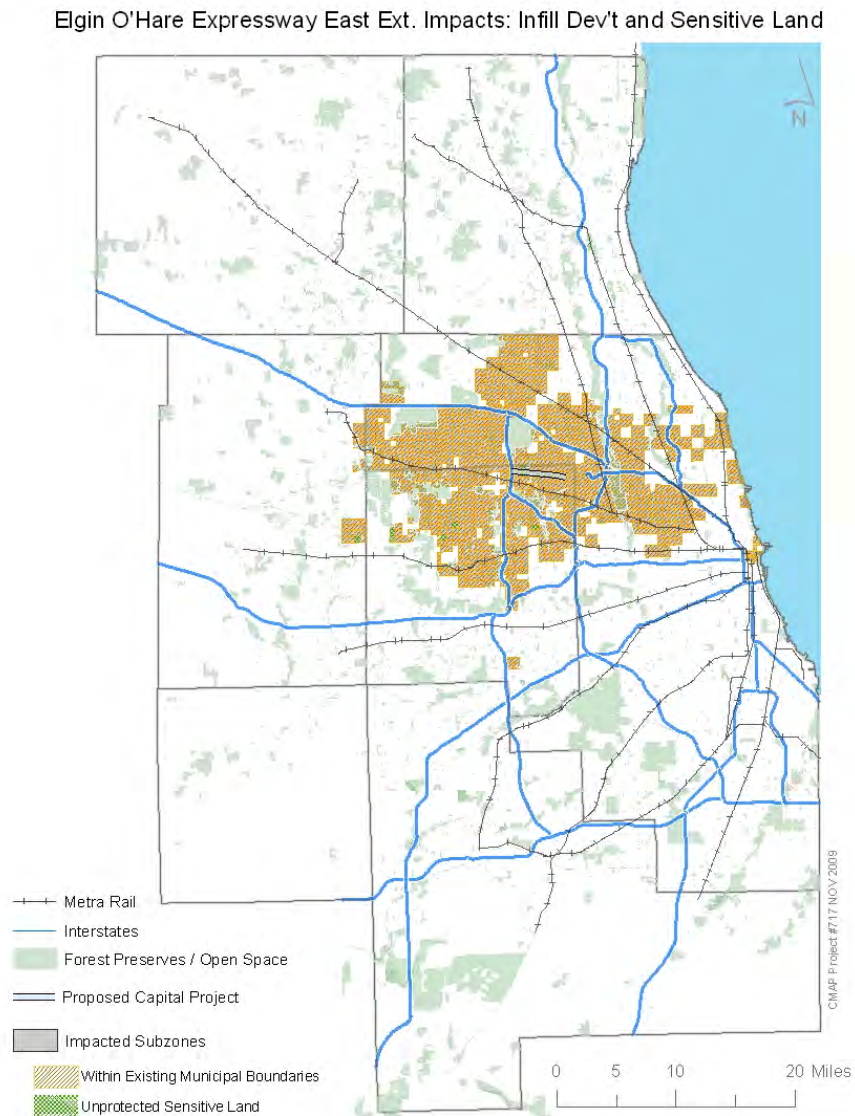


# Elgin O'Hare East Extension

## Project Description

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. The initial proposal is to provide a new multimodal highway segment to complete the eastern segment of the existing Elgin-O'Hare Expressway.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

On the eastern end of the existing Elgin-O'Hare facility, an expressway segment consisting of 3 lanes in each direction is proposed to complete the facility's connection to O'Hare. This will extend east for 4.7 miles from I-290 along the present Thorndale Avenue; Thorndale Avenue will be replaced by the new facility. Interchange access is being examined at Rohlwing Road, I-290/IL 53, Arlington Heights Road, Prospect Avenue, Wood Dale Road, IL 83, and York Road. The median is being reserved for some form of transit service.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	628
	Total income in region	\$412,724,000,000	\$29,577,000
	Gross Regional Product	\$626,828,000,000	\$43,384,000
Congestion	Average Speed	0	54
	Hours of congestion systemwide	3,536,881	1,603
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.06
	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	1,822
	Total trips, transit	3,306,482	-1,835
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,798
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.002
	Daily emissions of NOX, tons	50.937	0.022
	Annual emissions of direct PM, tons	1,020.4	0.5
	Annual emissions of NOX, tons	20,187	12
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	18,822
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	11
	...as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,380
	...as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	0	7,200
	Peak Period One-Way Capacity	0	12,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** The exact total project cost is still to be determined; the highest cost alternative is estimated at \$1.4 billion based on miles assigned. (Elgin O'Hare Eastern Extension DEIS, IDOT, September 2009). Construction cost, in 2009 dollars, is estimated at \$830 million (IDOT District 1, October 2009 - Neither engineering nor ROW acquisition included).

**Connectivity:** This project connects the Elgin-O'Hare Expressway to its logical endpoint at O'Hare. Transit service is proposed to be placed in the median of the east extension, ostensibly as part of an O'Hare to Schaumburg transit service (a branch of the STAR

Line may also be placed in this corridor). Station locations might include Arlington Heights Road, Wood Dale Road, IL 83 and York Road. The DuPage J Line BRT service may utilize the East Extension, featuring a stop at IL 83 and terminating at the West O'Hare bypass.

**Safety and Security:** The proposed improvement addresses safety by providing an expressway grade alternative for both passenger vehicles and trucks traveling to, from and within the industrial and commercial areas near O'Hare airport. The improved corridor also provides an additional alternate east-west corridor in the event of incidents on I-90, I-290, or any of several heavily traveled east-west thoroughfares in Northern DuPage County.

**Bicycle and pedestrian accommodation:** The development of a parallel east-west bicycle and pedestrian trail and its integration with existing and proposed local bicycle and pedestrian networks is also part of the proposal.

**Consistency with subregional plans:** The Elgin O'Hare East extension has been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA). Land use and economic development planning have also accompanied IDOT's planning of the facility.

## **Project Status**

For planning and implementation, the Elgin-O'Hare East Extension is considered by IDOT as a joint project with the proposed West O'Hare Bypass. For the joint project, Tier One Alternatives Analysis has been completed, with a Draft Environmental Impact Statement published in September 2009. Public involvement activities remain underway in advance of project engineering. See [www.elginohare-westbypass.org](http://www.elginohare-westbypass.org) for more information on these ongoing activities.

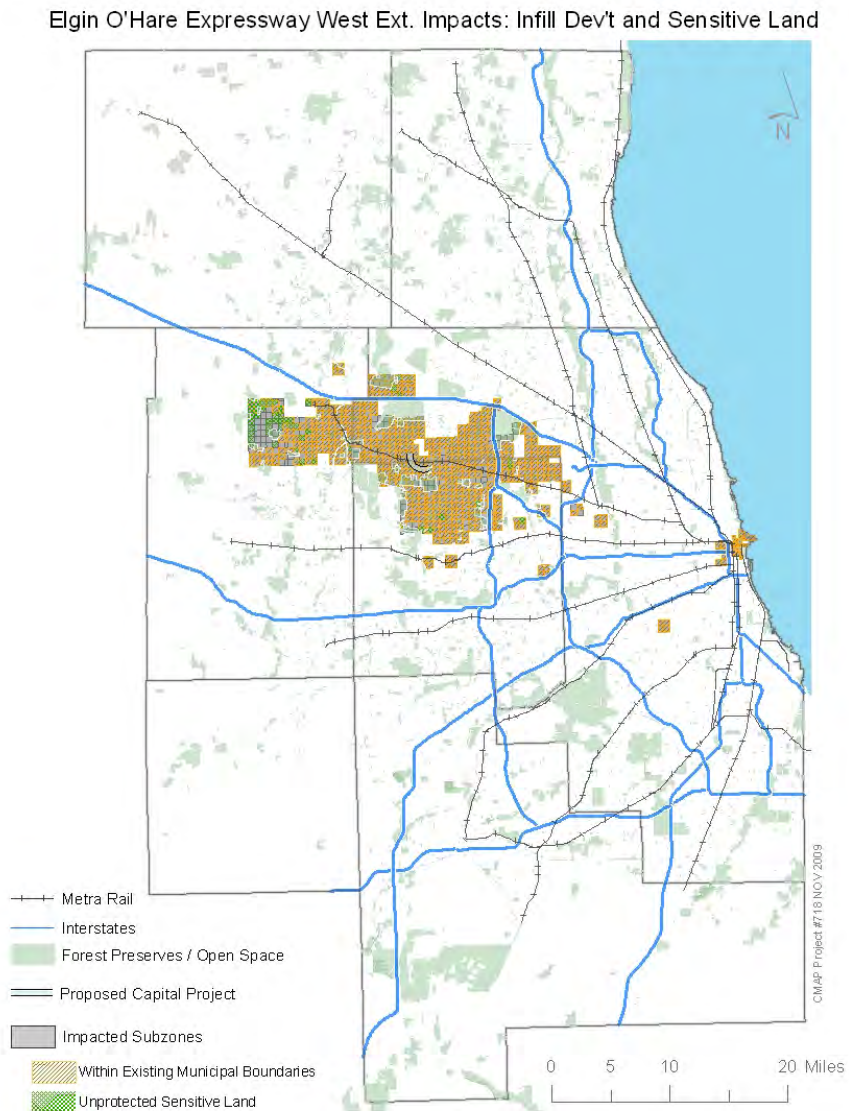
This project is scheduled to be completed subsequent to completion of the West O'Hare Bypass by year 2020.

# Elgin O'Hare West Extension

## Project Description

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. This proposal is to extend the existing Elgin O'Hare Expressway: first as a controlled access expressway from its current western terminus at Gary Avenue to a location along US 20 near East Bartlett Road, then as an upgraded arterial facility along the existing US 20 west to Shales Parkway.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The proposal is comprised of several distinct phases of implementation. On the western end of the existing Elgin-O'Hare facility, a short "near west" expressway segment is proposed to bypass an existing neighborhood and complete the facility's connection to US20. The near west segment has a conceptual alignment originating from the current junction with US 20 southwesterly to a point near County Farm Road just south of Ontarioville Road, then curve northwesterly along Bartlett's eastern border, crossing Devon Avenue just east of Newport Boulevard, and continuing northwest until reaching the existing US 20 at North Avenue Intersection (total length is 1.7 miles). An interchange is planned at County Farm Road. The remaining western sections (between Shales Parkway and East Bartlett Road) are proposed as improving US20 to an upgraded arterial facility with a total length of 3.6 miles. This portion of the expressway could function as a regional boulevard. A transit mode is also being considered for this corridor.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	628
	Total income in region	\$412,724,000,000	\$29,577,000
	Gross Regional Product	\$626,828,000,000	\$43,384,000
Congestion	Average Speed	0	52
	Hours of congestion systemwide	3,536,881	-2,635
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.05
	Average travel time in minutes, transit	58.36	-0.22
Mode share	Total trips, auto	29,222,026	2,341
	Total trips, transit	3,306,482	-2,730
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,613
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.005
	Daily emissions of NOX, tons	50.937	-0.004
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	0
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,314
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	52
	...as % of total impacted subzones	n/a	6%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	694
	...as % of total impacted subzones	n/a	83%
Peak period utilization	One-Way Traffic Volumes	0	5,100
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars for the West extension is \$180 million; the Far West extension \$210 million (Neither engineering nor ROW acquisition included).

Connectivity: Project passes through Bartlett near its Metra Milwaukee District West commuter rail station.

Safety and Security: The proposed improvement addresses safety by providing a more gradual transition for traffic traveling to and from the eastern portions of the Elgin O'Hare Expressway. The improved corridor also provides an additional alternate east-west corridor in the event of incidents on several heavily traveled east-west thoroughfares in Northern DuPage County and far northwestern Cook county.

Consistency with subregional plans: Not identified.

Bicycle and pedestrian accommodations: the enhancement of existing bicycle and pedestrian trails is also part of the proposal.

### **Project Status**

No planning studies or other activities have been initiated. This project is scheduled to be completed by year 2030.



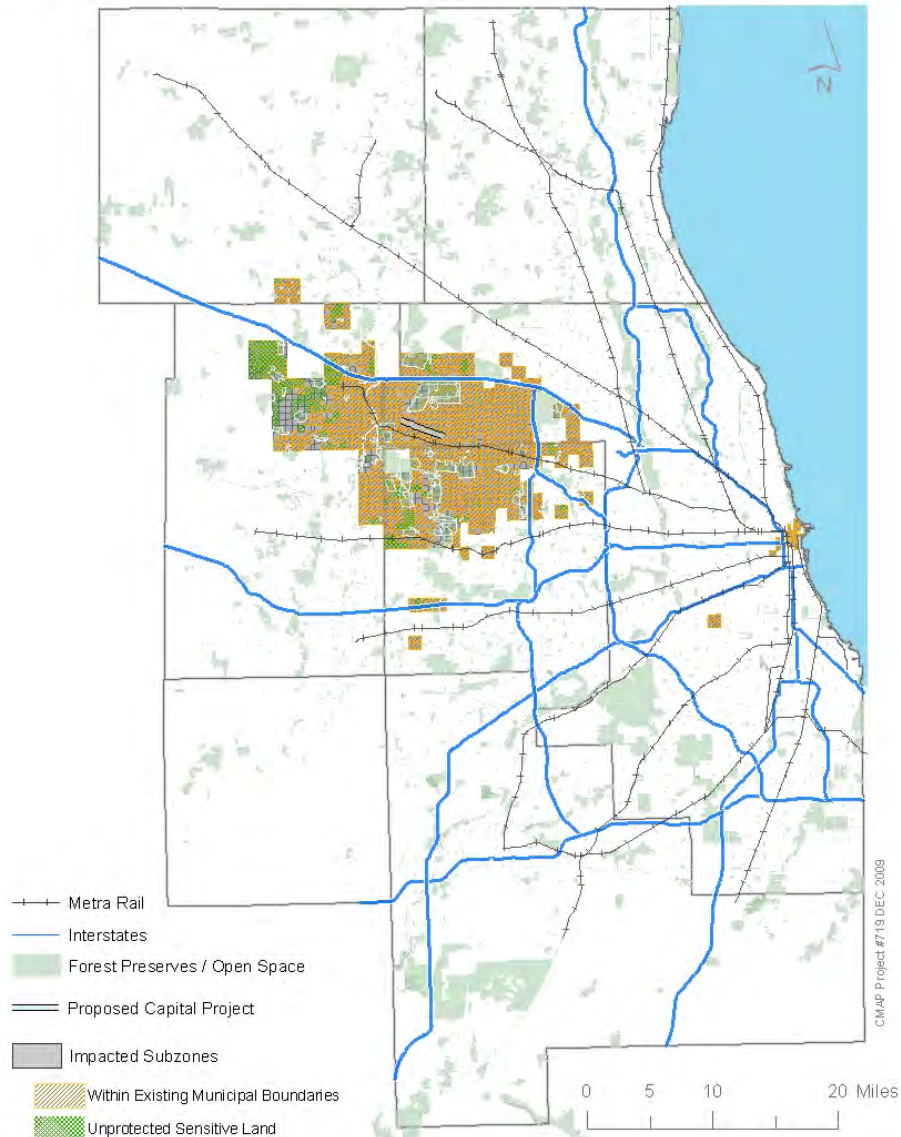
# Elgin-O'Hare Far West Extension

## Project Description

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. This proposal, the Far West extension, calls for Lake Street from Shales Road east to East Bartlett Road (the entry to the limited access Elgin O'Hare Expressway) to become an upgraded arterial facility.

## Project Map

Elgin O'Hare Expressway Far West Impacts: Infill Dev't and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

This portion of the expressway is viewed as functioning as a regional boulevard with highly limited access points for intersecting traffic (Palatine Road in northwest Cook County may be a comparable thoroughfare). A transit mode is also being considered for this corridor.

The proposed improvement addresses safety by providing a more gradual transition for traffic traveling to and from the eastern portions of the Elgin O'Hare Expressway.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	657
	Total income in region	\$412,724,000,000	\$31,816,000
	Gross Regional Product	\$626,828,000,000	\$47,328,000
Congestion	Average Speed	10	4
	Hours of congestion systemwide	3,536,881	190
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.02
	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	2,891
	Total trips, transit	3,306,482	-2,188
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,225
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.005
	Daily emissions of NOX, tons	50.937	-0.006
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-4,221
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	135
	...as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	953
	...as % of total impacted subzones	n/a	82%
Peak period utilization	One-Way Traffic Volumes	3,600	1,500
	Peak Period One-Way Capacity	3,300	1,700
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Construction cost in 2009 dollars for the Far West extension is estimated at \$210,000,000 (Neither engineering nor ROW acquisition included).

**Connectivity:** Proposal provides enhanced access to Metra Milwaukee District West services in Bartlett and also may facilitate east-west BRT or bus improvements.



Safety and Security: the improved corridor also provides an additional alternate east-west corridor in the event of incidents on several heavily traveled east-west thoroughfares in northern DuPage County and far northwest Cook County.

Bicycle and pedestrian accommodation: The enhancement of existing bicycle and pedestrian trails is also part of the proposal.

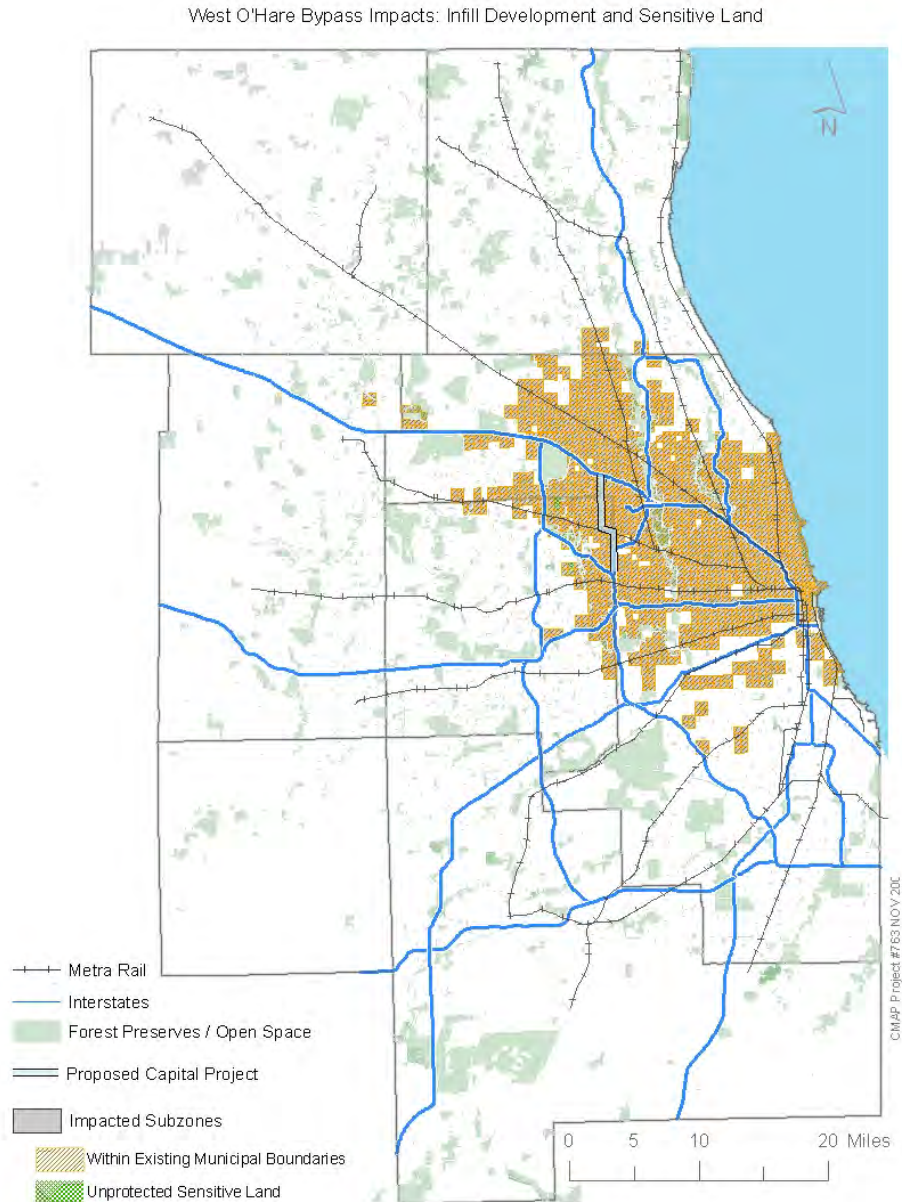
### **Project Status**

This project is considered contingent on completion of Elgin O'Hare Expressway projects further east. No planning or engineering activities have been scheduled thus far. This project is scheduled to be completed by year 2030.

# West O'Hare Bypass

## Project Description

Being sought in conjunction with improvements to the Elgin O'Hare Expressway is improved access to O'Hare Airport from DuPage County and farther out western suburbs. The initial proposal is to provide a western bypass of O'Hare Airport with access to the western terminal.



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The proposal is comprised of several distinct phases of implementation. The West O'Hare Bypass proposal consists of two sections. On the south, a new spur freeway is proposed to connect from the Tri-State to the extended Elgin-O'Hare expressway and the planned O'Hare western terminal. The West O'Hare Bypass is anticipated to be east of York Road as it passes airport property. On the north, a new connection will link the proposed western terminal with the Jane Addams Tollway (I-90). The combined 6.5 mile long expressway will consist of 3 lanes in each direction (6 total). Interchanges along the West O'Hare Bypass are being examined at IL 72, Devon Avenue, the proposed western terminal, IL 19, and Green Street. These locations are subject to further study and approval by the FHWA. Multimodal (e.g. transit) accommodations are being proposed for the north leg. The West O'Hare Bypass will be operated as a toll expressway; ISTHA has incorporated this corridor as part of their future strategic plans.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,684
	Total income in region	\$412,724,000,000	\$84,649,000
	Gross Regional Product	\$626,828,000,000	\$123,959,000
Congestion	Average Speed	0	40
	Hours of congestion systemwide	3,536,881	-20,618
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.12
	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	5,300
	Total trips, transit	3,306,482	-4,266
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	7,164
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.001
	Daily emissions of NOX, tons	50.937	0.039
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	19
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	36,726
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,632
	...as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	0	5,600
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** The exact total project cost is still to be determined; the highest cost alternative is estimated at \$1.6 billion (Elgin O'Hare Eastern Extension DEIS, IDOT, September 2009). Approximate construction cost in 2009 dollars is \$1.5 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

**Connectivity:** The project connects two major expressways, I-294 and I-90. Transit service to and from the western O'Hare terminal is proposed to be placed in the median of the West O'Hare Bypass, ostensibly as part of a STAR Line alternate alignment or branch. The West Bypass will also provide connections at the West O'Hare Terminal to proposed new transit services such as the O'Hare to Schaumburg Transit Service and the DuPage J Line BRT.

**Safety and Security:** The proposed improvement addresses safety by providing an expressway-grade alternative for north-south traffic traveling to, through, and from the industrial and commercial areas west of O'Hare Airport. The improved corridor also provides an additional alternate north-south corridor in the event of incidents on I-294, Mannheim Road or IL 83.

**Bicycle and pedestrian accommodation:** The development of a parallel north-south bicycle and pedestrian trail and its integration with existing and proposed local bicycle and pedestrian networks is also part of the proposal.

**Consistency with subregional plans:** The Elgin O'Hare East extension has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

## **Project Status**

For planning and implementation, the West O'Hare Bypass is considered by IDOT as a joint project with the proposed Elgin O'Hare East Extension. For the joint project, Tier One Alternatives Analysis has been completed, with a Draft Environmental Impact Statement published in September 2009. Two preferred alternative alignments –only slightly differing in connection with I-294 south of the west O'Hare terminal – have been identified for further study. Public involvement activities remain underway in advance of project engineering. For more information on these ongoing project activities, go to [www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)

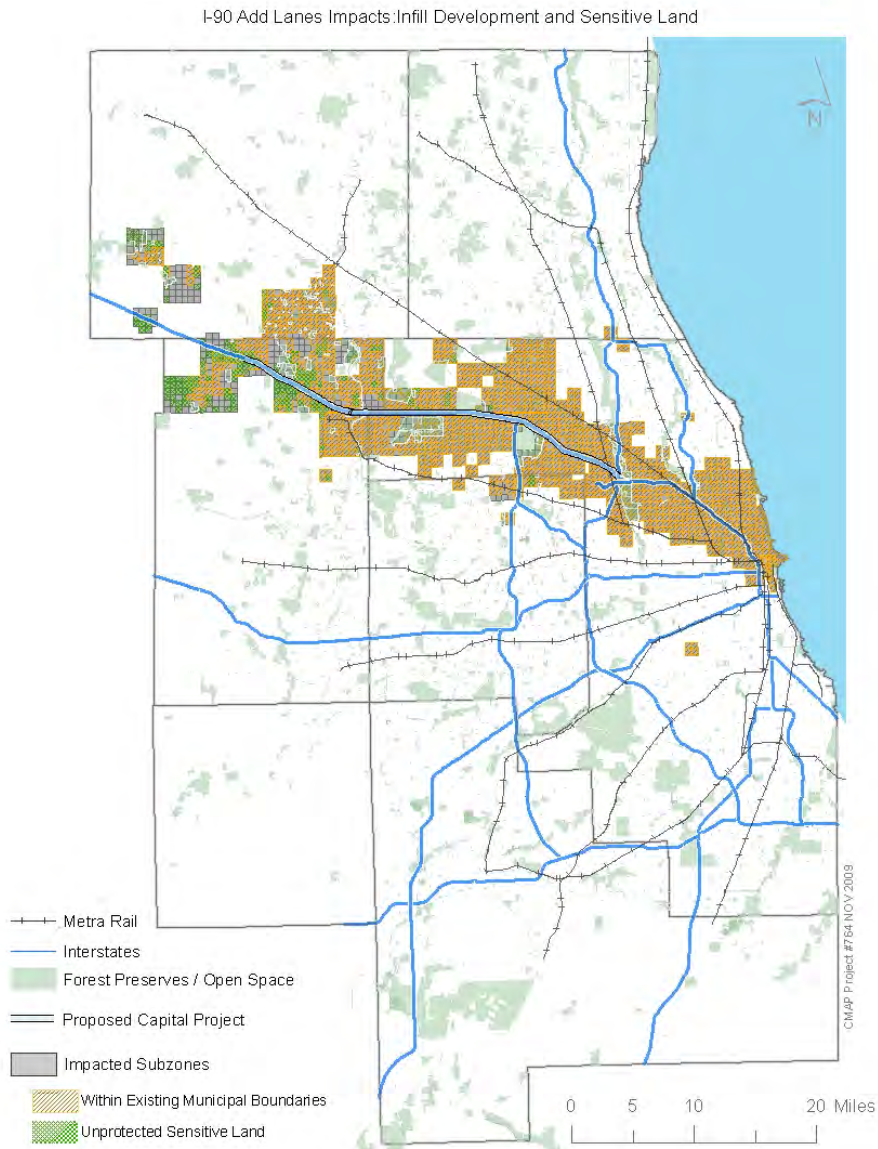
This project is scheduled to be completed ahead of the Elgin O'Hare East Extension by year 2020.

# I-90 Add Lanes

## Project Description:

I-90 (Jane Addams Memorial Tollway) serves northwest Cook, Kane and McHenry Counties, linking the region with the upper Midwest. The proposal is to provide an additional lane in each direction on the Jane Addams Memorial Tollway from I-294 to the Elgin Toll Plaza west to I-39 near Rockford.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes:

Lanes will be added from I-294 to I-39 – a 61 mile segment Access to the facility will be improved by: reconstructing the interchange at I-290/IL 53; expanding the interchanges at IL 47, Barrington Road, Elmhurst Road, and IL 72/Lee Street; and providing new interchanges at Irene Road, IL 23 and Meacham Road. Reconstruction of the Jane Addams along this corridor is also proposed as a concurrent work activity.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	3,183
	Total income in region	\$412,724,000,000	\$148,070,000
	Gross Regional Product	\$626,828,000,000	\$215,299,000
Congestion	Average Speed	12	8
	Hours of congestion systemwide	3,536,881	-87,652
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.25
	Average travel time in minutes, transit	58.36	-0.35
Mode share	Total trips, auto	29,222,026	6,461
	Total trips, transit	3,306,482	-6,787
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	7,155
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.087
	Daily emissions of NOX, tons	50.937	0.178
	Annual emissions of direct PM, tons	1,020.4	3.0
	Annual emissions of NOX, tons	20,187	86
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	113,046
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	187
	...as % of total impacted subzones	n/a	10%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,521
	...as % of total impacted subzones	n/a	81%
Peak period utilization	One-Way Traffic Volumes	12,500	2,600
	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.9

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated project capital cost is \$2.3 billion (2009 \$).

Connectivity: This project will facilitate access to: 1. several proposed STAR line stations from Hoffman Estates through Des Plaines; 2. the terminus of a proposed O’Hare to Schaumburg transit service; and 3. a proposed extension of the Milwaukee District West commuter rail service terminating in Huntley.

**Safety and Security:** The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

**Bicycle and pedestrian accommodations:** Safe walking and bicycling access across I-90 from adjoining neighborhoods to several open space areas and proposed transit services (e.g. STAR Line, O'Hare to Schaumburg, Metra Huntley Station) should be provided.

**Consistency with subregional plans:** this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan. The Village of Hoffman Estates 2007 Comprehensive Plan recommends continuing work with ISTHA toward implementing the additional lanes. Interchange access improvements are recommended in the Infrastructure section of the McHenry County 2030 Comprehensive Plan.

### **Project Status:**

The project is listed in the Illinois Tollway's Congestion Reduction Program ([http://www.illinoistollway.com/pls/portal/url/PAGE/Tollway/TrafficConst/TrafficConst\\_CRP/](http://www.illinoistollway.com/pls/portal/url/PAGE/Tollway/TrafficConst/TrafficConst_CRP/)). This project has a year 2020 completion time frame. Thus far neither planning nor preliminary engineering have commenced.

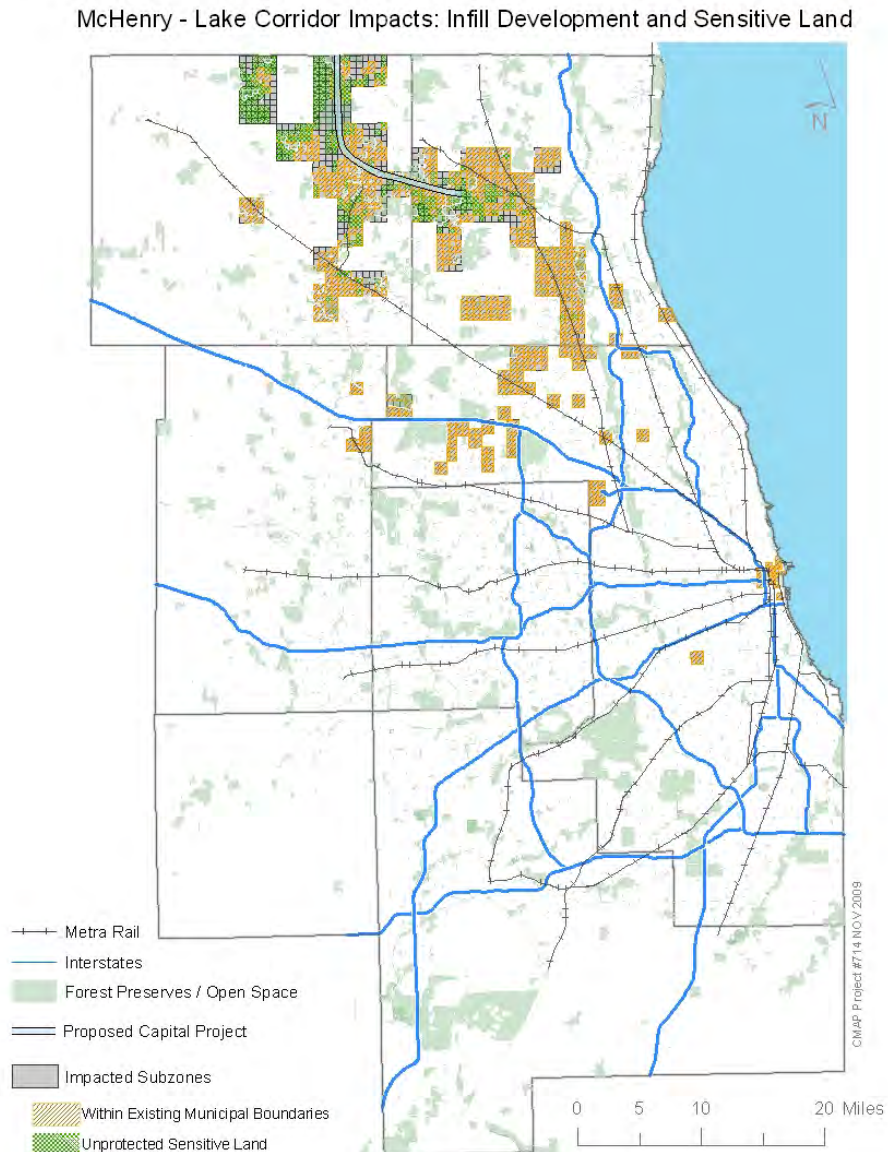


# McHenry-Lake Corridor

## Project Description

The initial proposal is to provide a fully access-controlled highway from the terminus of the US12 freeway at the Wisconsin border to the IL120 north extension near Wilson/Fairfield Road.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*



## Project Details and Evaluation Outcome

This proposal will provide 18.8 miles of a 4-lane limited access expressway originating just west of Wilson Road and IL 120 (the western terminus of a proposed E-W Central Lake Corridor) in Round Lake northwest to US 12 in Wisconsin north of Richmond, IL.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	507
	Total income in region	\$412,724,000,000	\$21,285,000
	Gross Regional Product	\$626,828,000,000	\$31,446,000
Congestion	Average Speed	0	51
	Hours of congestion systemwide	3,536,881	5,285
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.02
	Average travel time in minutes, transit	58.36	0.05
Mode share	Total trips, auto	29,222,026	2,527
	Total trips, transit	3,306,482	-809
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	346
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.044
	Daily emissions of NOX, tons	50.937	0.061
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	27
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	29,537
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	260
	...as % of total impacted subzones	n/a	22%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	803
	...as % of total impacted subzones	n/a	68%
Peak period utilization	One-Way Traffic Volumes	0	3,800
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Construction cost in 2009 dollars is estimated at \$1 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

**Connectivity:** Project if completed will provide enhanced access to Union Pacific Northwest commuter rail service in Johnsburg and McHenry, and existing improved Milwaukee District North service in Round Lake.

**Safety and Security:** This proposal enhances safety by providing an expressway grade travel corridor to which existing traffic will likely divert to, away from the more concentrated residential and commercial areas.

Bicycle and pedestrian accommodation: Consideration of non-motorized travel along and across the entire proposed facility is recommended.

Consistency with subregional plans: Not identified.

**Project Status:**

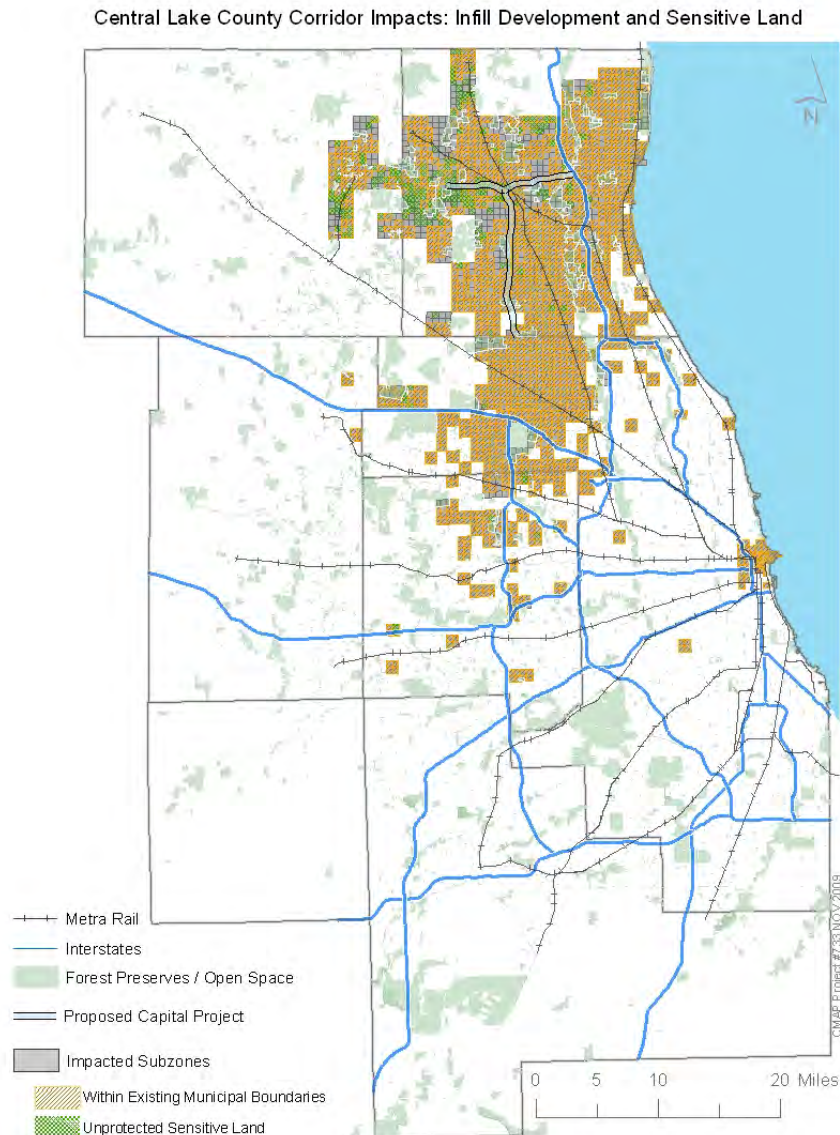
Both the Illinois Tollway and IDOT have this project listed in their respective long range plans. At this juncture no plans or engineering is scheduled to begin, nor has there been any funding sources identified. This project has a year 2040 completion time frame.

# Central Lake County Corridor

## Project Description:

The initial proposal is to extend IL53 from its current terminus at Lake-Cook Road to central Lake County. The proposal includes a dual terminus with I-94 to the east and IL120 at Wilson Road to the west. The proposal is intended to provide improved accessibility for Central Lake County. The current terminus of Route 53 at Lake Cook Road diverts travelers from and through Lake County onto local roadways.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Description

In addition to new expressway level corridors for both north-south (12 miles) and east-west (11 miles) travel, The proposal includes additional lanes at connections to I-94 and IL120. Preliminary studies for the implementation of an IL 120 bypass is being pursued independently of the proposed IL 53 extension by state and county transportation agencies. Interchanges along the north-south IL 53 extension at Lake Cook Road, IL 22, Midlothian Road, and Peterson Road have been proposed. As for the east-west alignment, it is recommended to have 4 lanes, with prospective interchange locations include Fairfield Road, Cedar Lake Road, Hainesville Road, Allegany Road, IL 83, and US 45.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	9,838
	Total income in region	\$412,724,000,000	\$513,650,000
	Gross Regional Product	\$626,828,000,000	\$755,218,000
Congestion	Average Speed	0	25
	Hours of congestion systemwide	3,536,881	-152,922
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.40
	Average travel time in minutes, transit	58.36	-0.72
Mode share	Total trips, auto	29,222,026	14,428
	Total trips, transit	3,306,482	-13,630
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	8,783
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.331
	Daily emissions of NOX, tons	50.937	-0.007
	Annual emissions of direct PM, tons	1,020.4	2.7
	Annual emissions of NOX, tons	20,187	17
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	90,192
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	211
	...as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,907
	...as % of total impacted subzones	n/a	79%
Peak period utilization	One-Way Traffic Volumes	0	9,200
	Peak Period One-Way Capacity	0	12,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars is estimated at \$1 billion for the east-west section and \$1 billion for the north-south section (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

**Connectivity:** The project connects IL 53 and IL 120, with access to I-94. The proposed north-south and east-west corridors provide expedited access to several Milwaukee District North and North Central Service commuter rail stations.

**Safety and Security:** The completion of the respective Central Lake corridors will provide alternative routes for evacuation and first response actions. Both the north-south and east-west alignments in this proposal enhance safety by providing an expressway grade travel corridor to which existing traffic will likely divert to, away from the more concentrated residential and commercial areas.

**Bicycle and pedestrian accommodation:** Consideration of non-motorized travel along and across the entire proposed facility is recommended.

**Consistency with subregional plans:** Both the Village of Barrington and Village of Buffalo Grove encourage the completion of the IL 53 (north-south) extension within their respective comprehensive plans. The Village of Grayslake supports the addition of “east-west” capacity that could be part of a Central Lake Corridor within their 2005 Comprehensive Plan.

### **Project Status:**

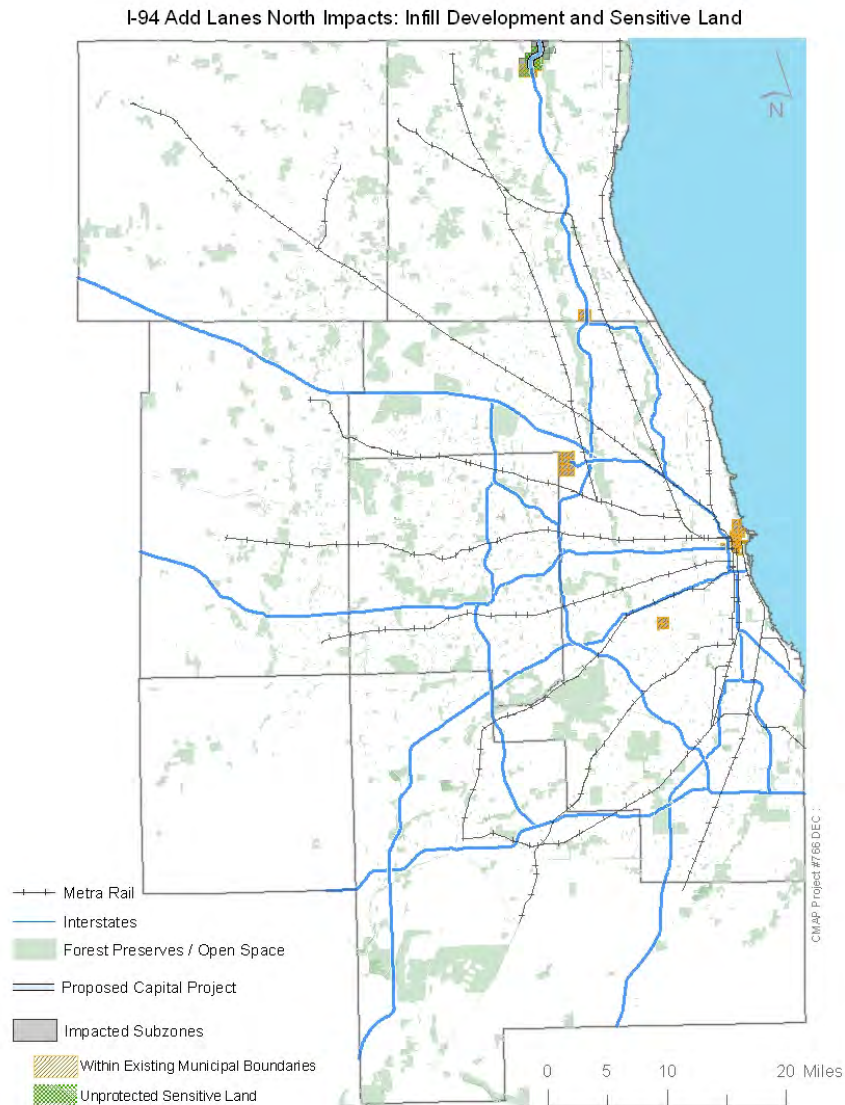
The dual east-west terminus of the Central Lake Corridor parallel to IL 120 is viewed as a year 2020 completion project. A feasibility study and identification of a preferred alternative alignment has been conducted by Lake County Division of Transportation. County officials have discussed toll financing as a means of funding. The north-south extension of IL 53 is regarded as a year 2030 project.

# I-94 North Add Lanes

## Project Description

The Tri-State Tollway was originally intended to provide a bypass of congested city highways for external trips traveling through the region. Today, the Tri-State also links suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals. An additional lane is proposed for I-94 in far northern Lake County from IL 173 to the Wisconsin Border.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The initial proposal is to provide additional lanes (1 lane each direction) on 2.8 miles of I-94 north from IL 173/Russell Rd to the Wisconsin state line. The project will provide capacity continuity between: 1. the recently completed add-lanes project on the Tri-State Tollway's north section from Balmoral Avenue north to IL 173; and 2. a proposed add-lanes project for I-94 in Wisconsin from the IL border to I-894/Mitchell Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	935
	Total income in region	\$412,724,000,000	\$45,009,000
	Gross Regional Product	\$626,828,000,000	\$66,826,000
Congestion	Average Speed	20	24
	Hours of congestion systemwide	3,536,881	-14,801
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.09
Mode share	Total trips, auto	29,222,026	655
	Total trips, transit	3,306,482	-612
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	11
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.012
	Daily emissions of NOX, tons	50.937	-0.011
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-10,976
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	10
	...as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	70
	...as % of total impacted subzones	n/a	84%
Peak period utilization	One-Way Traffic Volumes	8,000	800
	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	8.3	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Estimated project cost is \$100 million (2009 \$).

**Connectivity:** project may provide enhanced access to a proposed extension of the Metra Milwaukee District North commuter rail service to Wadsworth, IL.

**Safety and Security:** This proposal enhances the corridor's ability to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: Not identified.

Consistency with subregional plans: Not identified.

**Project Status:**

Thus far no planning studies nor preliminary engineering has been undertaken. This project has a year 2015 completion time frame.

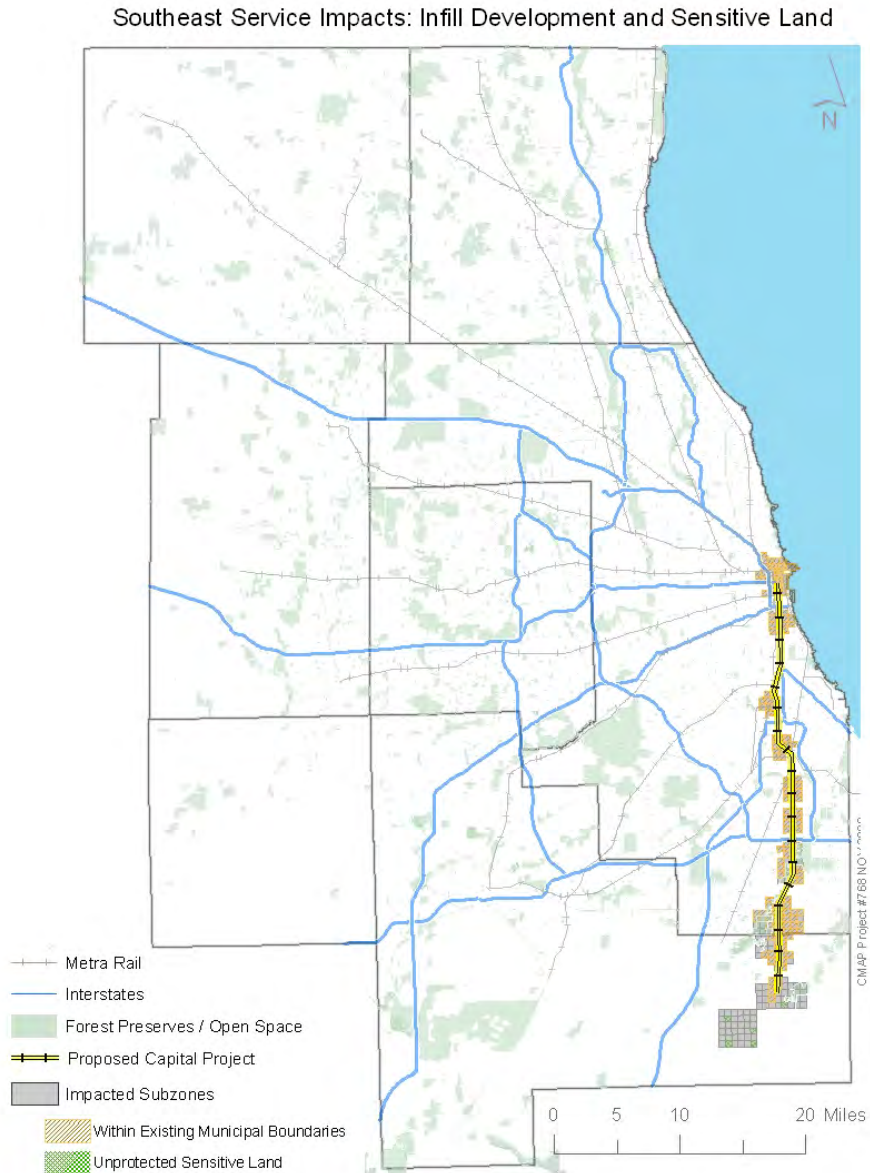


# Southeast Service

## Project description

The proposal is to introduce a new commuter rail line serving Chicago, southern Cook and northeastern Will County. The project is a new commuter rail line between the Chicago CBD and southern Cook/northeastern Will County suburbs.

## Project map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project details and evaluation outcomes

The proposed route runs north from Crete using primarily UP/CSX right-of-way, joining the Metra Rock Island District at Gresham to LaSalle Street Station. The project is 33 miles long, serves nearly 20 communities in southern Cook and eastern Will Counties, and includes approximately 10 new stations.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	642
	Total income in region	\$412,724,000,000	\$28,110,000
	Gross Regional Product	\$626,828,000,000	\$41,572,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-6,333
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.01
	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	-3,162
	Total trips, transit	3,306,482	7,923
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-423
	Average number of jobs accessible within 75 minutes by transit	1,268,062	16,894
Air quality	Daily emissions of VOC, tons	63.554	0.006
	Daily emissions of NOX, tons	50.937	-0.010
	Annual emissions of direct PM, tons	1,020.4	0.2
	Annual emissions of NOX, tons	20,187	-3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	9,111
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	5
	...as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	255
	...as % of total impacted subzones	n/a	71%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** The project is estimated to be completed in 2030. Project capital cost is estimated at \$733 million (in 2009\$). Annual operating costs have not yet been estimated<sup>5</sup>

**Connectivity:** The project improves connectivity to a number of Pace routes operating in southern Cook County, as well as the proposed South Suburban Airport and the future southern leg of the STAR Line.

Safety and security: The proposed new service will enhance safety by reducing vehicle demand along nearby north-south expressways, while providing a route for evacuation and travel following an incident.

Bicycle and pedestrian accommodation: The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

Consistency with subregional plans: Specific land use plans for transit-oriented development projects supporting Southeast Service have been conducted by most of the communities along the proposed rail line. The South Suburban Commuter Rail Study Corridor Land Use and Local Financing Study was completed for each proposed station site in December 2004 by Wilbur Smith Associates. Phase II of the Study was completed in December 2007. Also, the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

### **Project status**

The project is currently progressing through the federal New Starts process. More information is on Metra's website at: <http://metraconnects.metrarail.com/ses.php>. This project has a year 2017 completion time frame.

# Metra Electric District Extension and Improvements

## Project description

The Metra Electric District (MED) serves southern Chicago and the south suburbs. The initial proposal is to upgrade infrastructure and service levels. An 8-mile extension of the Metra Electric District line between University Park and the proposed South Suburban Airport is also recommended.

## Project map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project details and evaluation outcomes

This proposal includes relocation of the present facilities at 18<sup>th</sup> Street and Weldon Yard the currently service Metra Electric trains during the daytime layover. The present facility has long been overcrowded and outmoded, so an entirely new facility suitable for both present needs and potential expansion will be required. The proposal also includes consideration of alternative service levels. Improved local community access, increased frequencies and off-peak service, as well as service and fare coordination with other transit services are expected to increase demand and better serve local needs. The proposed extension to the South Suburban Airport is expected to provide transit access to jobs at and near the airport, plus express passenger transport to and from downtown Chicago and intermediate locations.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	337
	Total income in region	\$412,724,000,000	\$18,555,000
	Gross Regional Product	\$626,828,000,000	\$27,428,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	9,022
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.01
	Average travel time in minutes, transit	58.36	-0.59
Mode share	Total trips, auto	29,222,026	-3,078
	Total trips, transit	3,306,482	2,041
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,526
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,396
Air quality	Daily emissions of VOC, tons	63.554	0.017
	Daily emissions of NOX, tons	50.937	-0.012
	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	-5
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-8,004
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	18
	...as % of total impacted subzones	n/a	13%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	83
	...as % of total impacted subzones	n/a	58%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: (2009 \$) \$260,000,000 estimated capital project cost.

Connectivity: The project provides enhanced connectivity to existing CTA bus and rapid transit services, proposed South Lakefront transit service, and multiple commuter rail services via the proposed Central Area Transitway.

Safety and security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-57 and IL 394) in the event of a long duration major incident.

Bicycle and pedestrian accommodation: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trail systems.

Consistency with subregional plans: The project from University Park to the proposed South Suburban Airport is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

### **Project status**

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a year 2020 completion time frame.

# Heritage Corridor Improvements

## Project Description

The Heritage Corridor is a 38-mile commuter rail line serving communities in southwest Cook and northwest Will Counties. The Heritage Corridor project will provide full-service commuter rail operations on the Heritage corridor to serve Chicago, Summit, Justice, Willow Springs, Lemont, Lockport, Romeoville, and Joliet.

## Project Map

Heritage Corridor Improvements Impacts: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*



## Project Details and Evaluation Outcomes

The line, which also serves interregional passenger rail and a busy freight service, currently has limited service. The proposal is to upgrade infrastructure and service levels and to add stations. Expanded service will include improved peak and off-peak service frequencies as well as weekend service. The improvements are also expected to reduce passenger delays by resolving freight conflicts and expanding service to additional stations. Several improvements recommended by the CREATE Plan have been completed or will be completed in the near term.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	N/A
	Total income in region	\$412,724,000,000	N/A
	Gross Regional Product	\$626,828,000,000	N/A
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	9,043
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.39
	Average travel time in minutes, transit	58.36	-0.95
Mode share	Total trips, auto	29,222,026	-2,775
	Total trips, transit	3,306,482	4,181
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-4,592
	Average number of jobs accessible within 75 minutes by transit	1,268,062	28,864
Air quality	Daily emissions of VOC, tons	63.554	0.180
	Daily emissions of NOX, tons	50.937	0.020
	Annual emissions of direct PM, tons	1,020.4	0.2
	Annual emissions of NOX, tons	20,187	9
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	22,996
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	...as % of total impacted subzones	n/a	2%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	125
	...as % of total impacted subzones	n/a	74%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$178,000,000 (2009 \$) estimated project capital cost.



Connectivity: Proposed improvements enhance existing connectivity potential in Joliet (Metra Rock Island District) and may provide additional connectivity with the STAR Line (Joliet) and Inner Circumferential Rail Service (Summit).

Safety and Security: The proposal enhances security by providing an additional means of travel for a congested corridor (parallel to I-55) in the event of a long duration major incident.

Bicycle and pedestrian accommodations: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The CREATE Project also recommends freight improvements on this line, including two proposed grade separations of rail to rail crossings. .

### **Project Status**

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. \$20,000,000 for CREATE improvements has been programmed in the 2010-2014 Northeastern Illinois Transportation Improvement Program (TIP); however no work has been awarded This project has a year 2020 completion time frame.

# Southwest Service Improvements and Extension

## Project Description

The proposal is to upgrade infrastructure and service levels and to provide an extension of service within rapidly-growing Will County to Midewin (former Joliet Arsenal site).

## Project Map

SW Service Improvements / Ext. Impacts: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The proposal includes constructing a 2-mile segment beginning west of Belt Junction (Belt Railway of Chicago, BRC) near 75th/Loomis, with a combination of bridges and embankment, crossing above Norfolk Southern (NS) tracks south of 74th St, ending near 75th/Normal where the SouthWest Service (SWS) will access the RID tracks. This installation of two rail-to-rail grade separations to carry the SWS above the BRC and NS tracks will provide improved reliability and fewer operating conflicts. Rerouting the SouthWest service into Chicago's LaSalle Street Station will relieve congested operations at Union Station. The 5.8 mile extension of the SouthWest Service to Midewin will provide commuter rail service to the Midewin National Tallgrass Prairie, Lincoln National Cemetery, and the Centerpoint Intermodal Center, as well as provide a terminal closer to rapidly growing Elwood and Wilmington. The extension will use primarily former Joliet Arsenal right-of-way by connecting at Manhattan.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	n/a
	Total income in region	\$412,724,000,000	n/a
	Gross Regional Product	\$626,828,000,000	n/a
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	1,823
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.38
	Average travel time in minutes, transit	58.36	-0.75
Mode share	Total trips, auto	29,222,026	-11,967
	Total trips, transit	3,306,482	7,927
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-3,829
	Average number of jobs accessible within 75 minutes by transit	1,268,062	21,640
Air quality	Daily emissions of VOC, tons	63.554	0.107
	Daily emissions of NOX, tons	50.937	-0.055
	Annual emissions of direct PM, tons	1,020.4	-0.8
	Annual emissions of NOX, tons	20,187	-18
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-6,025
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	11
	...as % of total impacted subzones	n/a	4%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	239
	...as % of total impacted subzones	n/a	76%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: (2009 \$) \$186,000,000 for 75<sup>th</sup> Street segment; \$32,000,000 for extension from Manhattan to Midewin; and, \$261,000,000 for improvements enabling full service level.

Connectivity: Service level improvements and extension of service will enhance transfer opportunities between the Southwest Service lines and other lines – Rock Island District and Southeast Service - that will share the former Rock Island (east of the Dan Ryan Expressway) tracks, 35<sup>th</sup> Street and LaSalle Street stations. There will also be enhanced access to CTA services such as the Green Line, Orange Line, Brown Line, and Purple Line (LaSalle Street at Van Buren Street).

Safety and Security: The proposal enhances safety by separating commuter train from freight train movements. The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-55, I-57) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodations: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities’ existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

## **Project Status**

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a multi-step completion time frame: year 2020 for the 75<sup>th</sup> Street segment, and year 2040 for both the Manhattan to Midewin extension and improvements enabling full service.

# Rock Island District Improvements and Extension

## Project Description

The Rock Island District (RID) Line currently operates between LaSalle Street Station in downtown Chicago and Joliet Union Station. The initial proposal is to upgrade infrastructure and service levels. An extension to Minooka is also proposed.

## Project Map

Rock Island Improvements / Extension: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The upgrade proposal includes adding a third track to the nine-mile double-track portion (between Gresham Junction and a point north of 16th Street Junction) of the Rock Island District (RID) Line, north from Gresham, where the Beverly Branch trains connect with the RID Main Line. The additional track will accommodate future expansion of RID service, the proposed South East Service and the eventual connection of the South West Service with LaSalle Street Station. A grade separation is being planned over the Norfolk Southern RR at 63<sup>rd</sup> Street as part of the CREATE program. The project will also include related bi-directional signals and centralized traffic control to integrate with existing RID operations, plus several new or rehabbed bridges over city streets. Ancillary benefits include freeing up capacity at Chicago Union Station.

Another significant Rock Island District upgrade proposal includes the 47th Street Yard improvements that will expand and modernize the operations facilities between 47th and 51st Streets that serve as storage and maintenance facilities for all trains using the line. This yard expansion also offers the potential to implement express or limited-stop service.

The proposed extensions include several options to provide passenger rail service west of Joliet. Due to the significant residential growth in Will, Kendall, and Grundy Counties, an extension of the Rock Island District Line from Joliet to Minooka is proposed. The proposed routing would travel west from Joliet along the former Rock Island (now CSX) tracks to near the intersection with the Elgin Joliet and Eastern (EJ&E) tracks in Minooka on the border of Will, Kendall, and Grundy Counties. The initial proposed extension would stretch 10 miles beyond the current terminus. It would bring commuter rail service to the communities of Rockdale, Channahon, and Minooka, as well as southwestern Joliet and other surrounding communities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	2,127
	Total income in region	\$412,724,000,000	\$90,878,000
	Gross Regional Product	\$626,828,000,000	\$135,846,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-19,881
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.13
	Average travel time in minutes, transit	58.36	0.45
Mode share	Total trips, auto	29,222,026	-26,739
	Total trips, transit	3,306,482	6,212
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	622
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,215
Air quality	Daily emissions of VOC, tons	63.554	-0.052
	Daily emissions of NOX, tons	50.937	-0.063

	Annual emissions of direct PM, tons	1,020.4	-1.0
	Annual emissions of NOX, tons	20,187	-25
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-134,002
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	8
	...as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	602
	...as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: (In 2009 \$) \$47,000,000 for additional track from 16<sup>th</sup> St to Gresham; \$235,000,000 for 47<sup>th</sup> Street yard expansion; and, \$48,000,000 million for extension from Joliet to Minooka.

Connectivity: Service level improvements and extension of service will enhance transfer opportunities between the Southwest Service lines and other lines – Rock Island District and Southeast Service - that will share the former Rock Island (east of the Dan Ryan Expressway) tracks, 35<sup>th</sup> Street and LaSalle Street stations. There will also be enhanced access to CTA services such as the Green Line, Orange Line, Brown Line, and Purple Line (LaSalle Street at Van Buren Street). Line also will have enhanced connectivity with several east-west CTA bus routes serving the far south and southwest side, this includes a recently proposed additional new station at Auburn Park (79<sup>th</sup> Street).

Safety and Security: the proposal enhances safety by separating commuter train from freight train movements. The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-57, I-80) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

## Project Status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a multi-step completion time frame: year 2020 for the improvements along the existing corridor and 2040 for the extension from Joliet to Minooka.



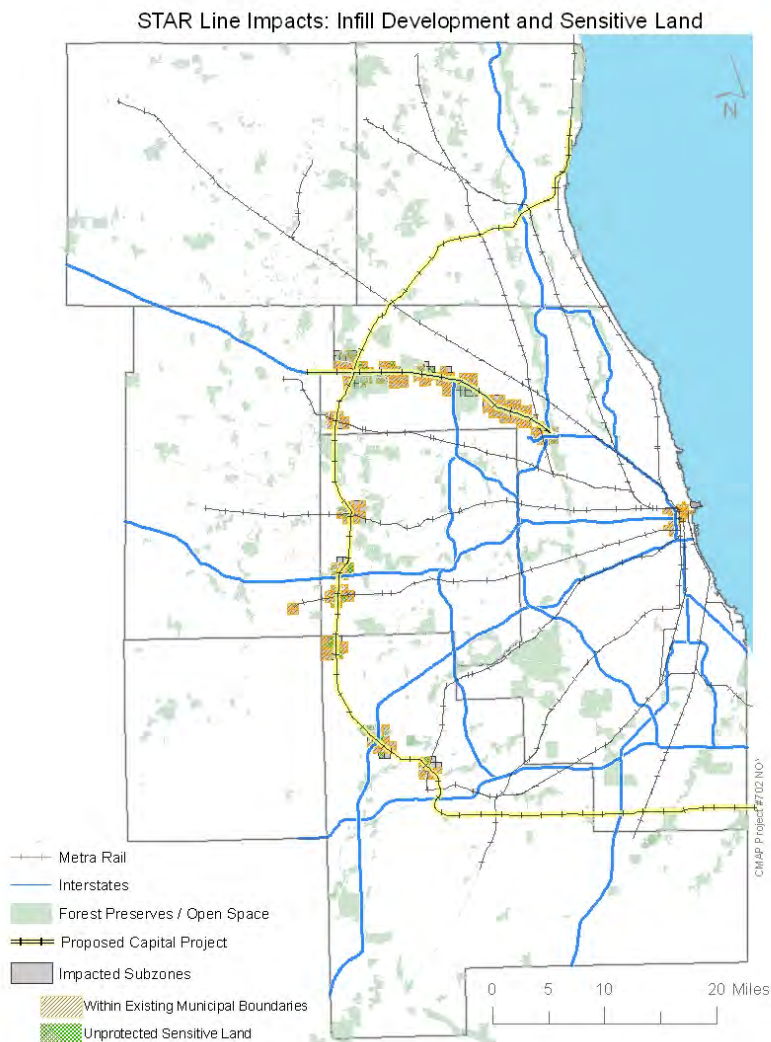
# STAR Line

## Project Description

The STAR Line, in its entirety, is a vision for non-radial commuter transit choices in the Chicago region. Anchored along existing circumferential rail facilities, the proposal includes strategic connections to major employment centers.

The initial proposal of the Suburban Transit Access Route (STAR) Line is for new transit infrastructure serving non-radial markets along the Northwest Tollway (I-90) and the Outer Circumferential (EJ&E) Corridor in Cook, DuPage and Will Counties. The proposal also includes potential future phases; east and north segments to serve Lake and Will Counties and an Inner Circumferential Service to serve central Cook County between Midway and O'Hare Airports.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*



## Project Details and Evaluation Outcomes

The first phase of the STAR line will, over 55 miles, connect nearly 100 communities. Using two dedicated transportation corridors, the first runs approximately 36 miles along the Elgin, Joliet & Eastern (EJ&E) railroad corridor connecting several suburban communities in western DuPage County with Joliet in western Will County and Hoffman Estates in northwest Cook County. The second corridor runs approximately 19 miles along the Northwest Tollway (I-90) connecting communities in northwest Cook County with O'Hare International Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	829
	Total income in region	\$412,724,000,000	\$33,894,000
	Gross Regional Product	\$626,828,000,000	\$50,861,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	3,736
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.08
	Average travel time in minutes, transit	58.36	0.08
Mode share	Total trips, auto	29,222,026	-37,500
	Total trips, transit	3,306,482	37,341
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-1,271
	Average number of jobs accessible within 75 minutes by transit	1,268,062	57,632
Air quality	Daily emissions of VOC, tons	63.554	-0.011
	Daily emissions of NOX, tons	50.937	-0.022
	Annual emissions of direct PM, tons	1,020.4	-0.3
	Annual emissions of NOX, tons	20,187	-8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-28,392
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	36
	...as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	243
	...as % of total impacted subzones	n/a	81%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	n/a

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** The Joliet to O'Hare phase of the project is estimated to be completed in 2017. Project capital cost is estimated at \$2.7 billion (in 2009\$). Annual operating costs have not yet been estimated.

**Connectivity:** A primary benefit of the STAR Line is the additional connectivity that it creates. The STAR Line connects to the Burlington Northern Santa Fe (BNSF), Union Pacific-West (UP-W), Milwaukee District-West (MD-W) and North Central Service (NCS) Metra lines and also connects to the CTA Blue Line. A number of Pace and CTA bus services also would connect to this facility, as well as the proposed “J-Line” BRT and proposed transit service along the Elgin-O’Hare Expressway.

**Safety and security:** N-S portion of route will provide travel alternative for IL 31, IL 25, IL 59, Weber-Naperville Rd, IL 53 and I-355 in the event of an incident. E-W portion of route provides travel alternatives for I-90, IL 72, IL 58, IL 19 and Elgin-O’Hare Expressway in the event of an incident. Route also provides evacuation route from O’Hare Airport.

**Bicycle and pedestrian accommodation:** stations will be integrated into existing bicycle and pedestrian travel networks.

**Consistency with subregional plans:** The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The project is also supported in Kane County’s 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan for its potential benefits to eastern Kane County travelers. It is also considered supportive project for both the Cook-DuPage corridor study and the DuPage Area Transit Plan. The City of Elgin supports the project within its Comprehensive Plan & Design Guidelines document. The Village of Hoffman Estates and the Village of Rolling Meadows support the STAR Line in their respective comprehensive plans. The Village of Arlington Heights, Village of Mount Prospect, and the Village of Des Plaines support STAR Line service as a complement to development near proposed station locations within their respective comprehensive plans. The Village of Plainfield’s comprehensive plan (2002) supports establishing commuter rail service along the then-EJ&E RR corridor.

## **Project Status**

The project is currently progressing through the federal New Starts process. More information is on Metra’s website at: <http://metraconnects.metrarail.com/star.php>.

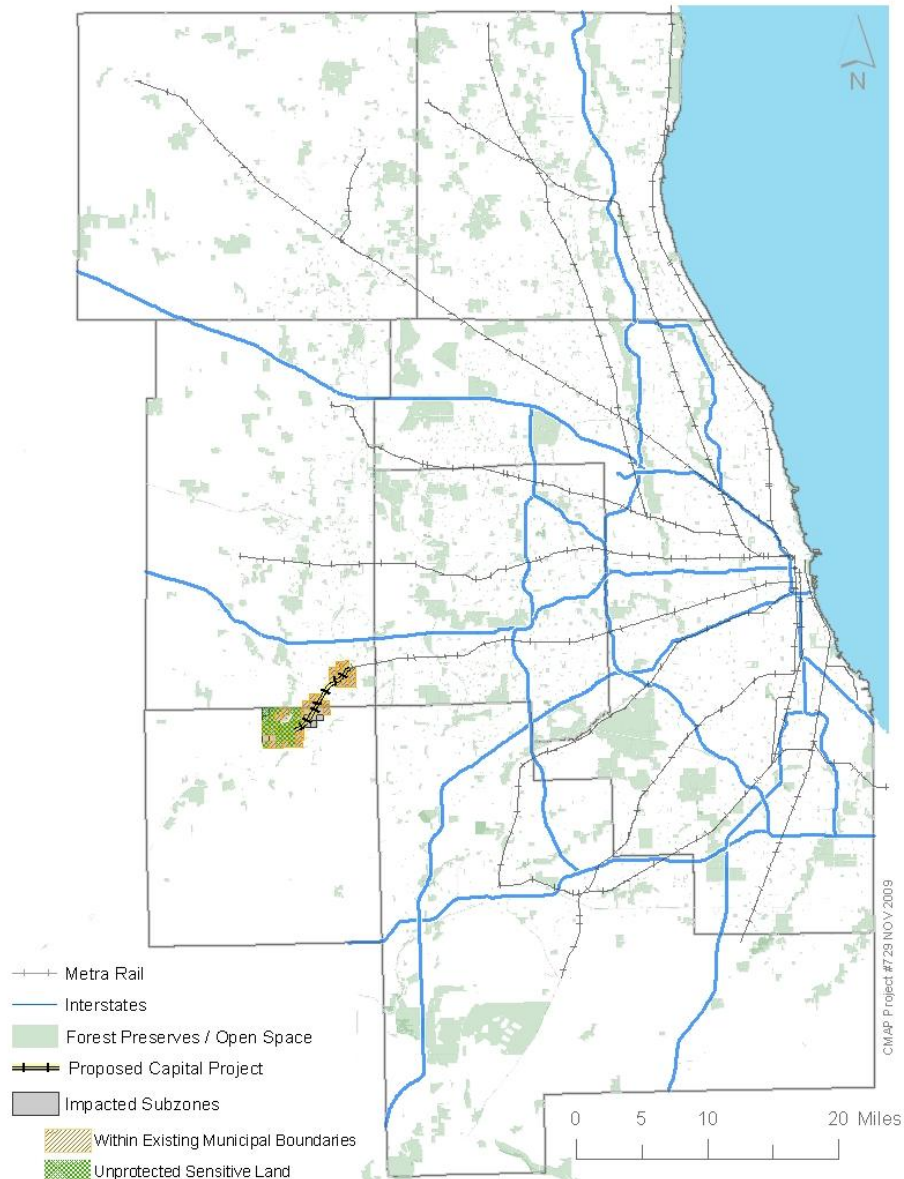
# BNSF Extension

## Project Description

The BNSF Railway serves western Cook, DuPage and southern Kane Counties. The proposal will extend service to Oswego.

## Project Map

BNSF Railroad Extension Impacts: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The initial proposal is to extend the existing commuter rail service 5.3 miles from its current terminus in Aurora to Oswego (in Kendall County). An intermediate station in Montgomery and a longer extension terminating in Plano are also proposed. A new equipment storage/maintenance facility near the new western terminus of the line is also proposed.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	n/a
	Total income in region	\$412,724,000,000	n/a
	Gross Regional Product	\$626,828,000,000	n/a
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-10,424
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.60
	Average travel time in minutes, transit	58.36	-0.87
Mode share	Total trips, auto	29,222,026	-12,214
	Total trips, transit	3,306,482	15,284
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-3,624
	Average number of jobs accessible within 75 minutes by transit	1,268,062	39,994
Air quality	Daily emissions of VOC, tons	63.554	0.139
	Daily emissions of NOX, tons	50.937	-0.004
	Annual emissions of direct PM, tons	1,020.4	-0.4
	Annual emissions of NOX, tons	20,187	0
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	10,998
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	36
	...as % of total impacted subzones	n/a	40%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	73
	...as % of total impacted subzones	n/a	80%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital project cost is \$75,000,000 (2009 \$). The project involves an extension outside the RTA service area, so the financing of the project requires special attention.

Connectivity: The project extends transit service into an area served only by peak-period shuttle service<sup>1</sup>, improving access between Oswego and other communities with BNSF stations.

Safety and security: project enhances security by enabling an additional number of travelers to utilize an alternative travel mode in the event of a major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan.

### **Project Status**

The project has been authorized for evaluation in the current federal authorization and is specifically exempted from additional planning evaluation requirements. Phase I planning and engineering activities may be commenced within 1 year. This project has a year 2020 completion time frame.

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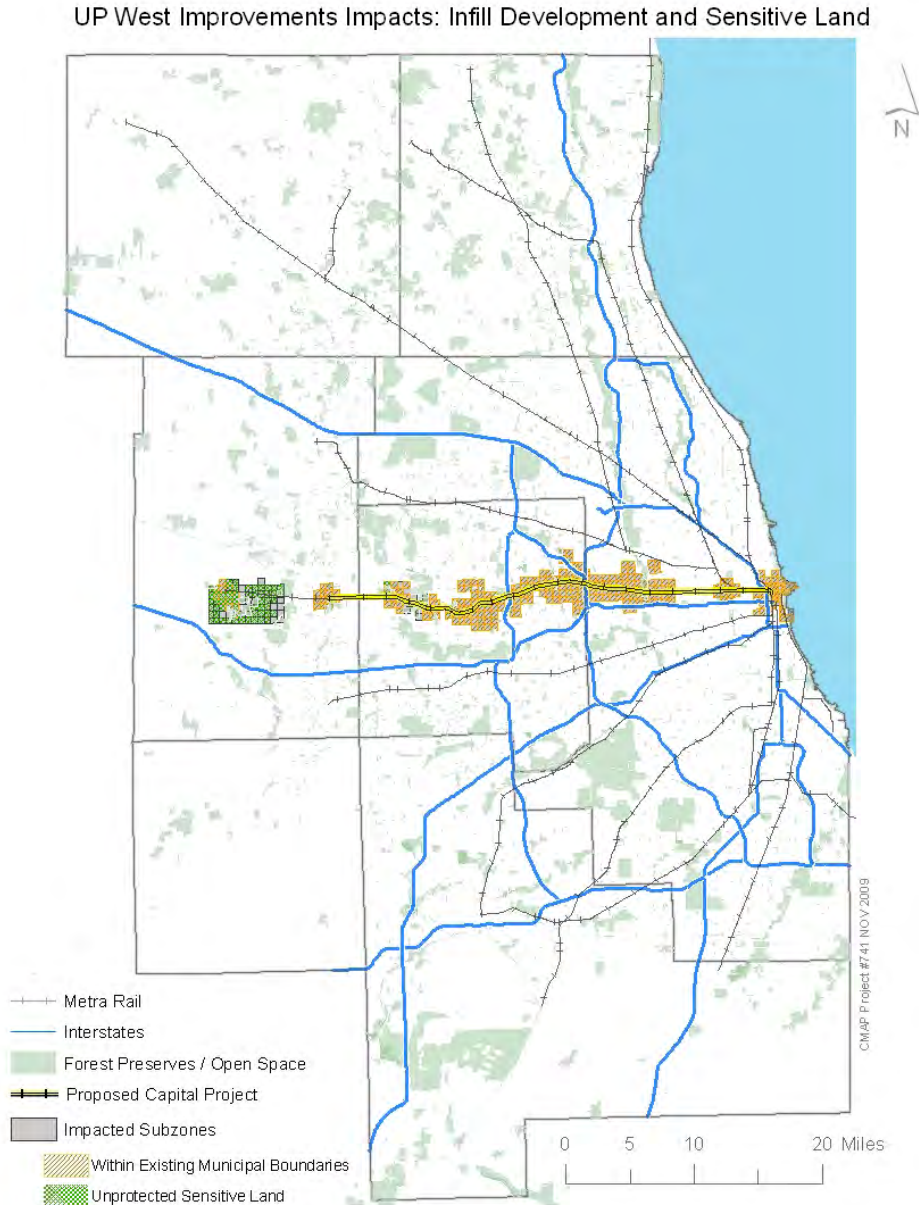
<sup>1</sup> An interim bus service is already in place from Aurora to Oswego

# Union Pacific West Improvements

## Project description

The Union Pacific West (UP-W) Line is a commuter rail line serving Chicago's CBD and western suburbs. The Union Pacific West Line (UP-W) extends nearly 44 miles west from Chicago to Elburn. This project includes improvements along this rail line.

## Project map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project details and evaluation outcomes

The UP-W Line serves 62 communities in parts of Kane, DuPage and western Cook counties. An extension from Geneva to Elburn opened for service in January 2006. To provide faster and more frequent service as well as to improve reliability for passenger and freight users, this proposal includes significant infrastructure and service level upgrades. Slower travel times along the existing UP-W Line cause many residents to drive to the BNSF Line for faster express service. A culmination of the proposed improvements would address this issue and provide the additional benefit of easing congestion along the BNSF Line.

The current proposal includes improving signal systems and upgrading existing track, including new crossovers. A third track will be added to an existing double-track portion of the line east of Elmhurst.

As part of the UP-W improvements, it also proposed to move the current A-2 crossing at Western Avenue to a new location one mile east. This rail crossing is the busiest in Northeastern Illinois, where the UP-W Line crosses the Milwaukee District West (MD-W), Milwaukee District North (MD-N) and North Central Service (NCS) lines in Chicago. The proposal includes relocating the existing crossing of Union Pacific (West Line and all yard moves) and Milwaukee District (North and West Lines, NCS, and all yard moves) from its present location at Western Avenue to the east near between Ogden and Ashland, away from entrances to the two coach yards. Improved operating efficiencies will enable both revenue and deadhead trains to move through the new crossing point at increased speeds and reduced operating costs. An additional proposal includes consolidation of the M-19A/California Avenue Yard.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-246
	Total income in region	\$412,724,000,000	(\$6,791,000)
	Gross Regional Product	\$626,828,000,000	(\$9,426,000)
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	10,468
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.04
	Average travel time in minutes, transit	58.36	-0.22
Mode share	Total trips, auto	29,222,026	-5,029
	Total trips, transit	3,306,482	1,374
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-321
	Average number of jobs accessible within 75 minutes by transit	1,268,062	6,354
Air quality	Daily emissions of VOC, tons	63.554	0.052
	Daily emissions of NOX, tons	50.937	0.018
	Annual emissions of direct PM, tons	1,020.4	0.4
	Annual emissions of NOX, tons	20,187	8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	18,347
Natural resource	Number of impacted subzones in unprotected	n/a	73

preservation	natural areas		
	...as % of total impacted subzones	n/a	13%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	464
	...as % of total impacted subzones	n/a	84%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Project capital cost is estimated at \$558 million (in 2009\$).

**Connectivity:** The project is expected to improve and expand service on an existing facility, and would improve connectivity but not create new connections. The A-2 crossing improvements would speed service on several Metra lines, improving connectivity regionally.

**Safety and security:** The proposal enhances security by providing an additional means of travel for a congested corridor (parallel to I-55) in the event of a long duration major incident.

**Bicycle and pedestrian accommodation:** The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities’ existing bicycle and pedestrian trial systems.

**Consistency with subregional plans:** This project is supported within Kane County’s 2030 Long Range Transportation Plan.

## **Project status**

The project is currently progressing through the federal New Starts process. More information is on Metra’s website at: <http://metraconnects.metrarail.com/upw.php>. The project has a year 2017 completion time frame.



# Inner Circumferential Rail Service

## Project Description

This proposal calls for an Inner Circumferential Rail Service to serve central Cook County between Midway and O'Hare Airports.

## Project Map

Inner Circumferential Rail Service: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The proposed new service will use the IHB and BRC railroads to travel between O'Hare Airport and Midway Airport, with intermediate stations at: Franklin Park, Melrose Park, Bellwood-25<sup>th</sup> Ave, Broadview, LaGrange Park, LaGrange, Summit, Harlem/59<sup>th</sup> St, and Midway Airport . It has been studied as a branch of the STAR Line (STAR Line Feasibility Analysis, 2003).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	2,166
	Total income in region	\$412,724,000,000	\$126,883,000
	Gross Regional Product	\$626,828,000,000	\$186,225,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-13,262
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.28
Mode share	Total trips, auto	29,222,026	-9,439
	Total trips, transit	3,306,482	10,532
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-564
	Average number of jobs accessible within 75 minutes by transit	1,268,062	68,021
Air quality	Daily emissions of VOC, tons	63.554	0.029
	Daily emissions of NOX, tons	50.937	0.017
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	7
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	13,838
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	287
	...as % of total impacted subzones	n/a	97%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$349,000,000 estimated capital cost (2009 \$).

Connectivity: The benefits of the project are expected to include increased accessibility to communities for non-radial travel as well as improved mobility within the corridor. Opportunities for connectivity will begin in the O'Hare station area with connections to the main branch of the STAR Line, North Central Service, and proposed O'Hare-Schaumburg Transit Service. There may be additional connections with Metra's Milwaukee District West, UP-West, BNSF and Heritage Corridor services. Several highly utilized Pace bus routes (e.g. Madison Street, Roosevelt Road, Cermak Rd)

intersect the corridor. There will be connections to the existing Orange Line and proposed Ford City extension, Mid-City Transitway, and other Pace services at the southern terminus.

**Safety and Security:** The proposed new service will enhance safety by reducing vehicle demand along nearby north-south major arterials and expressways (e.g. I-294), while providing a route for evacuation and travel following an incident.

**Bicycle and pedestrian accommodation:** The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

**Consistency with subregional plans:** Portions of the project will encourage development in areas of existing infrastructure. This will provide improved access to jobs and major activity centers which is expected to spur economic development along the project corridor, particularly at station locations. The Village of LaGrange's 2005 Comprehensive Plan supports the establishment of the Inner Circumferential service, as does the nearby Village of Brookfield. The Village of Bellwood, the Village of Maywood and the Village of Melrose Park support the development of a joint Bellwood-25<sup>th</sup> Avenue station (along the UP-West). The Inner Circumferential Rail Service has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

## **Project Status**

In cooperation with the North Central and West Central Council of Mayors, Metra studied the potential benefits and capital costs associated with its implementation of the Inner Circumferential Rail Service as part of the STAR Line feasibility study (2003). No further planning or engineering activities have been scheduled thus far. This project has a long-term completion (year 2030) time frame.

# Milwaukee District West Extension

## Project Description

The Milwaukee District-West line currently provides service between Elgin (Big Timber Road) and downtown Chicago. The initial proposal includes a new 11-mile extension to the Milwaukee District-West Line between Elgin in Kane County and rapidly growing Huntley in McHenry County.

## Project Map

Milwaukee District West Extension: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcome

The extension to Huntley is proposed to connect at Almore and use right-of-way of the parallel Union Pacific Belvidere Subdivision tracks. The project also includes the addition of an upgraded outlying coach yard and improvements to the existing rail infrastructure. This former Chicago and North Western Railway line was the first railroad in the region (chartered in 1836 as the Galena and Chicago Union Railroad), with service beginning in 1848. The existing single-track lightly utilized freight line turns northwest at this point. A further expansion to Marengo (26 miles from Elgin) is also envisioned as well as an 11.1 mile extension along a different route (IC &E RR) from Elgin to Hampshire<sup>1</sup>.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	566
	Total income in region	\$412,724,000,000	\$24,215,000
	Gross Regional Product	\$626,828,000,000	\$35,767,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-5,838
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	-847
	Total trips, transit	3,306,482	2,141
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,985
	Average number of jobs accessible within 75 minutes by transit	1,268,062	3,101
Air quality	Daily emissions of VOC, tons	63.554	-0.043
	Daily emissions of NOX, tons	50.937	-0.046
	Annual emissions of direct PM, tons	1,020.4	-0.6
	Annual emissions of NOX, tons	20,187	-19
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-25,372
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	37
	...as % of total impacted subzones	n/a	51%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	44
	...as % of total impacted subzones	n/a	60%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

<sup>1</sup> Only the extension to Huntley is being evaluated at this time.

Cost: A capital cost of \$777,000,000 (2009\$) has been estimated for an extension first to Huntley then to Marengo<sup>2</sup>. The capital cost for the Elgin to Marengo extension proposal is \$370,000,000 (2009 \$).

Connectivity: The project will increase access between Huntley and areas served by Elgin-centered Pace bus services.

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-90, Elgin-O'Hare) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan, and is noted in the Infrastructure chapter of the McHenry County 2030 Comprehensive Plan. A station site has been identified in the Village of Huntley's official Land Use Map. The City of Elgin also supports the extension to Huntley in its most recent Comprehensive Plan & Design Guidelines publication.

## **Project Status**

A Phase I feasibility study to Marengo is underway. The Huntley-Marengo extension has a year 2020 time frame. The extension to Hampshire has a year 2040 completion time frame.

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<sup>2</sup> The split of this capital cost between the Elgin-Huntley and Huntley-Marengo aspects of the project is unclear at this time.

# North Central Service Improvements

## Project Description

The North Central Service was introduced in August, 1996. The proposal calls for ongoing continuing upgrades to infrastructure and service levels.

## Project Map

North Central Service Improvements Impacts: Infill Dev't and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*



## Project Description

Improvements to the North Central Line include double-tracking much of the line, new stations, additional parking, and improved operations via the Milwaukee District West Line to Union Station.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	580
	Total income in region	\$412,724,000,000	\$26,016,000
	Gross Regional Product	\$626,828,000,000	\$37,895,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	2,645
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.06
	Average travel time in minutes, transit	58.36	-0.78
Mode share	Total trips, auto	29,222,026	-732
	Total trips, transit	3,306,482	983
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,457
	Average number of jobs accessible within 75 minutes by transit	1,268,062	20,812
Air quality	Daily emissions of VOC, tons	63.554	0.073
	Daily emissions of NOX, tons	50.937	0.037
	Annual emissions of direct PM, tons	1,020.4	0.7
	Annual emissions of NOX, tons	20,187	15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	30,794
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	21
	...as % of total impacted subzones	n/a	5%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	396
	...as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$297,000,000 estimated project capital cost (2009 \$).

**Connectivity:** North Central Service will have significant transfer capabilities for proposed commuter rail and rapid transit serving the O'Hare Airport Area (the STAR Line, Inner Circumferential Service, O'Hare to Schaumburg service). This line will also maintain transfer opportunities (at Prairie Crossing) to improved Milwaukee District North services.

**Safety and Security:** The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.



Bicycle and pedestrian accommodations: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is endorsed as a goal in Chapter 7 of the Lake County Regional Framework Plan. Expansion of service has support within the comprehensive plans of the following municipalities: Village of Grayslake (2005); Village of Libertyville (2005); Village of Buffalo Grove (2009); Village of Wheeling (2003).

### **Project Status**

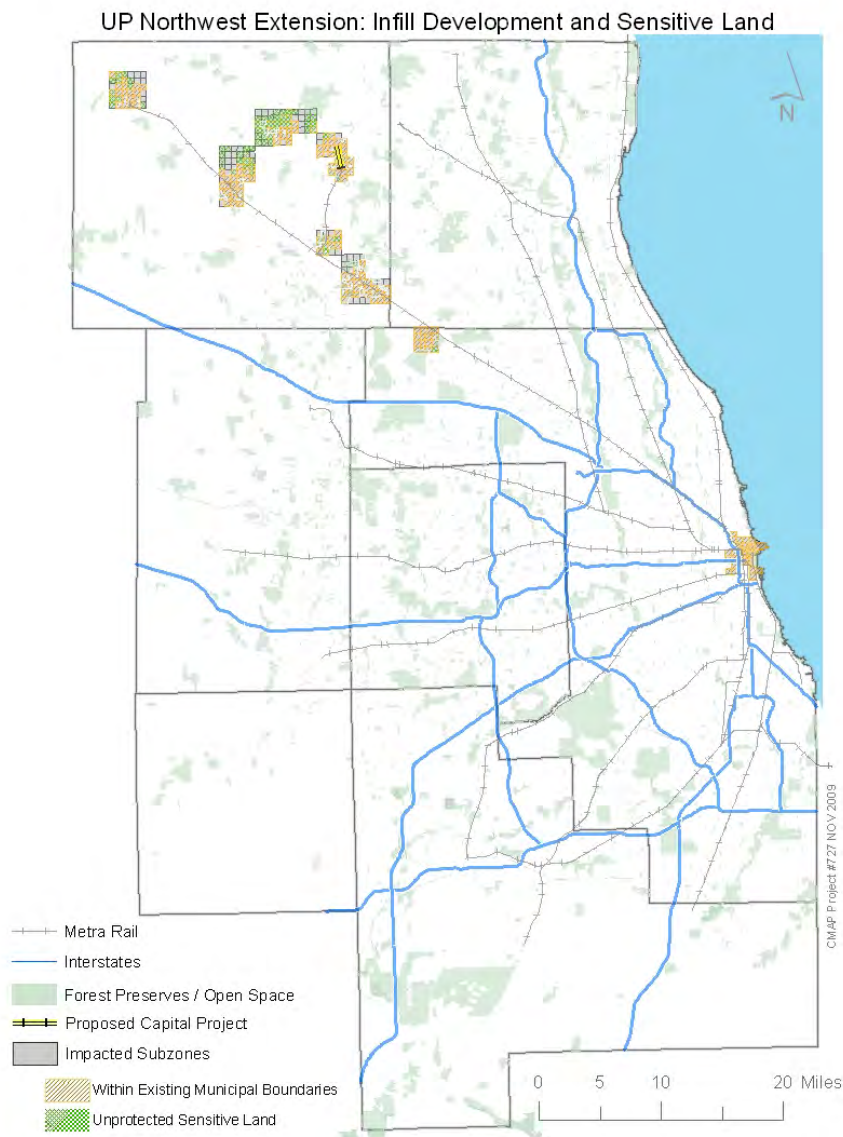
The first phase of double-tracking and service upgrade of the North Central Service Line was completed in January 2006. The remaining elements of this project, for assuring full level of service, have a year 2040 completion time frame. No alternatives analysis or Phase I engineering have been initiated thus far.

# Union Pacific Northwest Improvements and Extension

## Project Description

The Union Pacific Northwest (UP-NW) Line is the region's longest commuter rail line, extending from Chicago to Harvard with a seven-mile branch to McHenry. Two improvements are proposed on the UP-Northwest: infrastructure upgrades and a 1.6 mile extension to Johnsburg from McHenry.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcome

The infrastructure upgrades include improvements to the existing signal system and additional crossovers and other track improvements to increase the operating capacity and reliability. The extension to Johnsburg will allow improved operations on the entire line. New yards are planned for the Woodstock and Johnsburg areas. 2 additional stations will be added to the line: Prairie Grove (Mc Henry branch) and Ridgefield (Woodstock branch).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,267
	Total income in region	\$412,724,000,000	\$54,954,000
	Gross Regional Product	\$626,828,000,000	\$81,637,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-20,103
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.13
	Average travel time in minutes, transit	58.36	0.16
Mode share	Total trips, auto	29,222,026	-1,522
	Total trips, transit	3,306,482	886
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,034
	Average number of jobs accessible within 75 minutes by transit	1,268,062	309
Air quality	Daily emissions of VOC, tons	63.554	-0.110
	Daily emissions of NOX, tons	50.937	-0.085
	Annual emissions of direct PM, tons	1,020.4	-1.2
	Annual emissions of NOX, tons	20,187	-34
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-53,504
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	36
	...as % of total impacted subzones	n/a	8%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	435
	...as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Estimated project capital cost of the extension to Johnsburg and infrastructure improvements along the length of the UP-Northwest and its branches is \$436,000,000 (2009 \$).

**Connectivity:** Project will maintain connections with other UP commuter rail lines services at Clybourn and Ogilvie, as well as several CTA and Pace bus routes on the northwest side of Chicago and northwestern Cook suburbs.

**Safety and Security:** The proposal enhances security by providing an additional means of travel for nearby parallel and intersecting major thoroughfares in the event of a long duration major incident.

**Bicycle and pedestrian accommodations:** The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

**Consistency with subregional plans:** the project is noted in the Infrastructure chapter of the McHenry County 2030 Comprehensive Plan. The City of McHenry 2008 Comprehensive Plan supports improving and extending the branch service.

### **Project Status**

Elements of this proposal were explored and costs estimated in Metra's 2002 report titled: *Northeastern Illinois Transportation Challenges: Core Capacity, Peak System Usage, and Infrastructure Efficiencies*. Also see the [www.metraconnects.metrarail.com/upnw.php](http://www.metraconnects.metrarail.com/upnw.php) web page for more current and detailed information. Phase I Engineering activity is programmed within the FY 2010-2014 NE Illinois Transportation Improvement Program (TIP), but no work has thus far been awarded. This project has a year 2017 completion time frame.

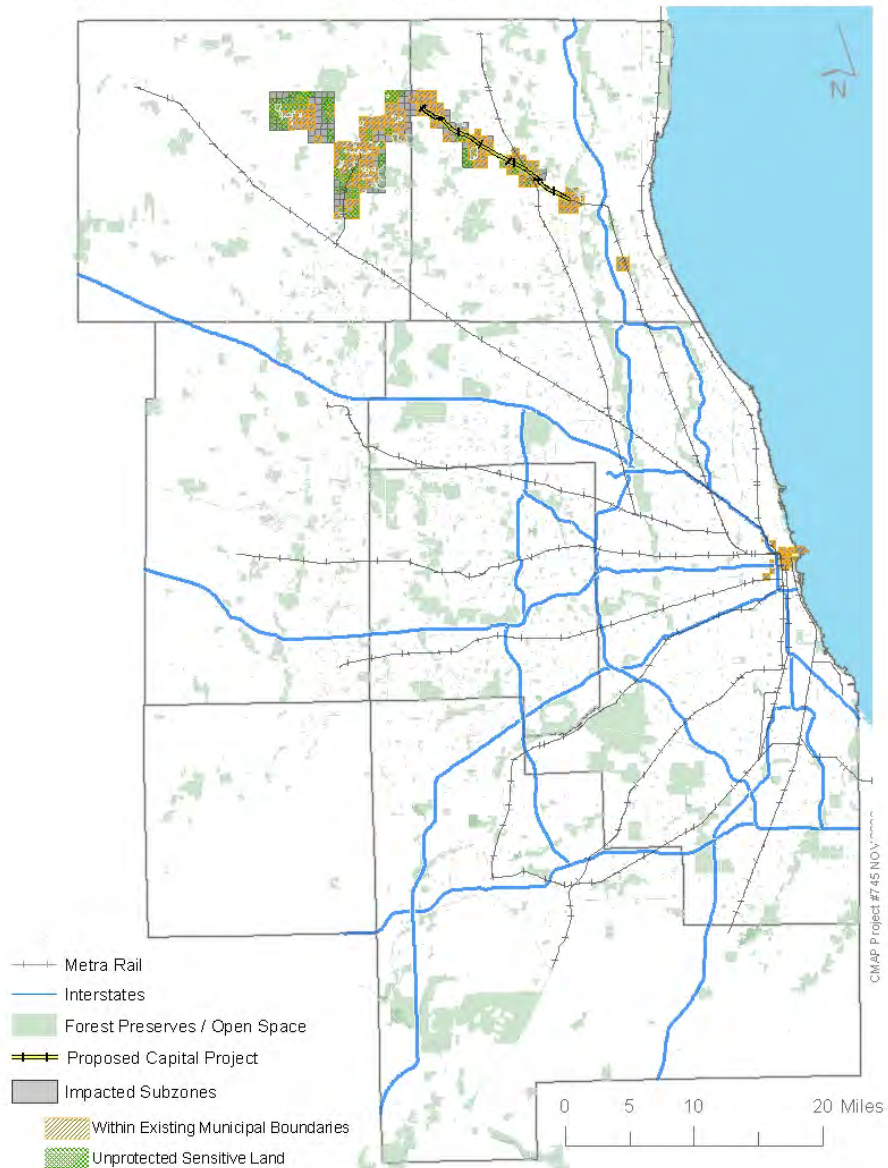
# Milwaukee District North Improvements

## Project Description

The Milwaukee District North line currently provides service between Fox Lake and downtown Chicago. The present route is from Chicago Union Station to the Rondout junction in central Lake County, where service continues northwest terminating at Fox Lake.

## Project map

Milwaukee Dist N Improvements: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcome

The proposal includes adding a second track, upgrading infrastructure and service levels between Rondout and Fox Lake.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	123
	Total income in region	\$412,724,000,000	\$7,191,000
	Gross Regional Product	\$626,828,000,000	\$10,818,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	9,823
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.01
	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	-569
	Total trips, transit	3,306,482	270
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,302
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,087
Air quality	Daily emissions of VOC, tons	63.554	0.055
	Daily emissions of NOX, tons	50.937	0.007
	Annual emissions of direct PM, tons	1,020.4	0.1
	Annual emissions of NOX, tons	20,187	3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	3,023
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	79
	...as % of total impacted subzones	n/a	17%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	244
	...as % of total impacted subzones	n/a	54%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$79,000,000 (2009 \$) estimated project capital cost.

Connectivity: Project will have potential to support county wide transit travel via proposed transfer improvements at Rondout and current transfer opportunities at Prairie Crossing. Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Northbrook ((e.g. Route 60 and Lake Cook areas).

Safety and Security: the proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodations: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: Not identified.

### **Project Status**

No planning, analysis, or construction activities are scheduled at this time. This project has a year 2020 completion time frame.



# Milwaukee District North Extension - Wadsworth

## Project Description

The Milwaukee District North line currently provides service between Fox Lake and downtown Chicago. The present route is from Chicago Union Station to the Rondout junction in central Lake County, where service continues northwest terminating at Fox Lake. This particular proposal includes an extension to Wadsworth.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*



## Project Details and Evaluation Outcome

This extension includes 13 miles of new service between Rondout (which may have a new station as part of the proposal) and Wadsworth in northeastern Lake County. The proposal is to follow main line tracks northward to serve the communities of Wadsworth, Gurnee, western sections of Waukegan, and Green Oaks. The main line tracks run northward to Milwaukee, Wisconsin and beyond. The line is used for both freight and Amtrak trains.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	977
	Total income in region	\$412,724,000,000	\$51,662,000
	Gross Regional Product	\$626,828,000,000	\$76,181,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-4,964
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.10
	Average travel time in minutes, transit	58.36	-0.28
Mode share	Total trips, auto	29,222,026	-4,738
	Total trips, transit	3,306,482	2,343
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,195
	Average number of jobs accessible within 75 minutes by transit	1,268,062	9,988
Air quality	Daily emissions of VOC, tons	63.554	-0.038
	Daily emissions of NOX, tons	50.937	-0.036
	Annual emissions of direct PM, tons	1,020.4	-0.7
	Annual emissions of NOX, tons	20,187	-15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-29,295
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	...as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	368
	...as % of total impacted subzones	n/a	96%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$576,000,000 (2009 \$) estimated capital cost for core capacity upgrades extending from Wadsworth to Chicago Union Station<sup>1</sup>.

<sup>1</sup> Capital cost estimate provided by Metra, January 2010. It is unclear at this time which portion of this cost is attributable solely to the Wadsworth Corridor ROW and improvements at Rondout.

Connectivity: New stations will be accessible from I-94 and US 41, and will likely have Pace bus connections. There will also be opportunities to travel to the western parts of Lake County via transfer options at Rondout with the Milwaukee District Fox Lake Branch. Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Northbrook ((e.g. Route 60 and Lake Cook areas).

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is endorsed as a goal in Chapter 7 of the Lake County Regional Framework Plan. The Village of Gurnee Comprehensive Land Use Plan (1995) recommends this project as a non-motorized transportation alternative for its downtown Special Development Area (Section VI of the Plan).

### **Project Status**

Metra completed the *Wadsworth Extension Commuter Rail Feasibility Study* in 2001 to examine the potential for establishing commuter rail service. No additional or revised planning and analysis or construction activity has been scheduled thus far. This project has a year 2020 completion time frame.

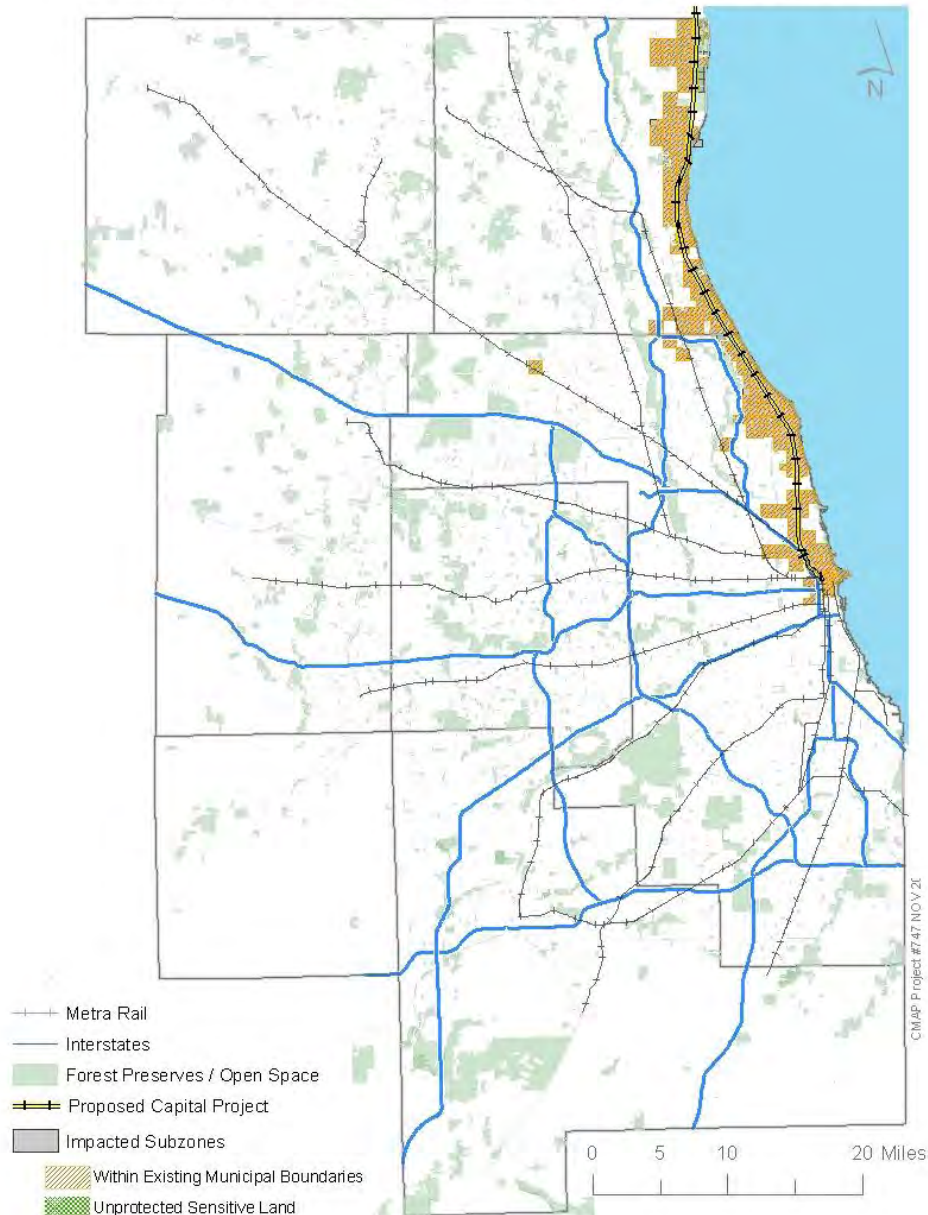
# Union Pacific North Improvements

## Project Description

The Union Pacific North Line serves Chicago, northern Cook and Lake Counties. This proposal recommends improving the operating capacity of the line.

## Project Map

UP North Improvements Impacts: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcome

The proposal is to upgrade the existing signal system and install additional crossovers between downtown Chicago and the outer terminal in order to increase the operating capacity of the Union Pacific North Line (47 total miles in length from Ogilvie Transportation Center to Kenosha, WI).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-9
	Total income in region	\$412,724,000,000	\$2,784,000
	Gross Regional Product	\$626,828,000,000	\$4,728,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	10,636
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.11
	Average travel time in minutes, transit	58.36	-0.37
Mode share	Total trips, auto	29,222,026	-1,102
	Total trips, transit	3,306,482	3,888
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	639
	Average number of jobs accessible within 75 minutes by transit	1,268,062	13,129
Air quality	Daily emissions of VOC, tons	63.554	0.080
	Daily emissions of NOX, tons	50.937	0.041
	Annual emissions of direct PM, tons	1,020.4	0.8
	Annual emissions of NOX, tons	20,187	16
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	35,337
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	697
	...as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: \$400,000,000 (2009 \$) estimated capital project cost.

Connectivity: Line has stations at the following locations served by other CTA and Metra services: Evanston Davis Street, Evanston Main Street (Purple), Clybourn (UP-West) and Ogilvie (UP-West, UP-Northwest). Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Highland Park (e.g. Route 60 and Lake Cook areas).

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94, US 41) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: stations will remain highly accessible to several parallel and intersecting bicycle routes and trails in the City of Chicago, North Shore, and far northern suburbs.

Consistency with subregional plans: Not identified.

### **Project Status**

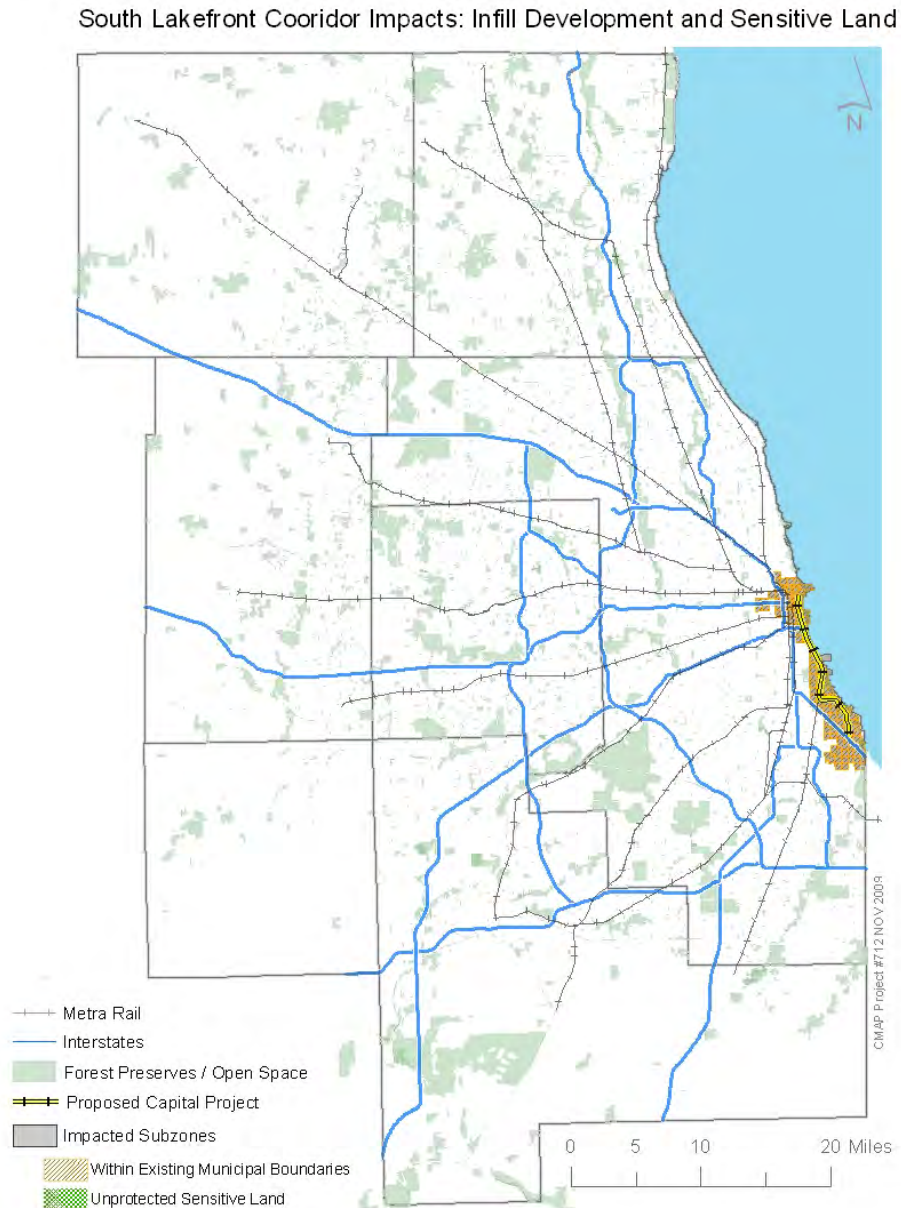
The improvements that will increase operating capacity have not been scheduled for any initial planning or analysis (Phase I). This project has a year 2020 completion time frame.

# South Lakefront Corridor

## Project Description

A proposed transit line would run from Chicago's Central Area to a terminal at 93<sup>rd</sup> Street in the South Chicago community area.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The proposed line could be an entirely new light-rail service parallel to the existing Metra Electric mainline and replacing the South Chicago Branch, or an upgrade in the frequency of existing Metra Electric mainline and South Chicago Branch service. The latter concept has been referred to as the Gold or the Gray Line. The light-rail option would permit the eventual introduction of a branch along Stony Island Avenue. To progress, this project is likely to require extensive coordination between Metra, CDOT, and CTA.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	767
	Total income in region	\$412,724,000,000	\$41,793,000
	Gross Regional Product	\$626,828,000,000	\$61,414,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	4,287
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	-6,359
	Total trips, transit	3,306,482	5,653
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	336
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,317
Air quality	Daily emissions of VOC, tons	63.554	0.040
	Daily emissions of NOX, tons	50.937	0.000
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	0
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,063
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	250
	...as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** no costs has been estimated due to no alternatives being identified as part of an official planning process.

**Connectivity:** Project would have connectivity with remaining enhanced Metra Electric Services, proposed Central Area Transitway, and several CTA bus routes.

Safety and Security: proposed service provides redundancy for major parallel routes and transit services (Dan Ryan, South Lake Shore Drive, Red Line, Green Line) in the event of an incident. Increase to rapid transit service levels may encourage safety improvements along the right-of-way and near station sites.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks, connectivity to parallel Lakefront trail system should be explored. Stations will have adequate bicycle facilities.

Consistency with subregional plans: planning for this proposed service is being coordinated with ongoing USX South Works redevelopment, Michael Reese Hospital site redevelopment, and Reconnecting Neighborhoods activities.

### **Project Status**

The City of Chicago will be undertaking initial feasibility analyses. RTA provided financial assistance for a South Lakefront Corridor Transportation study. This project has a year 2020 completion time frame.



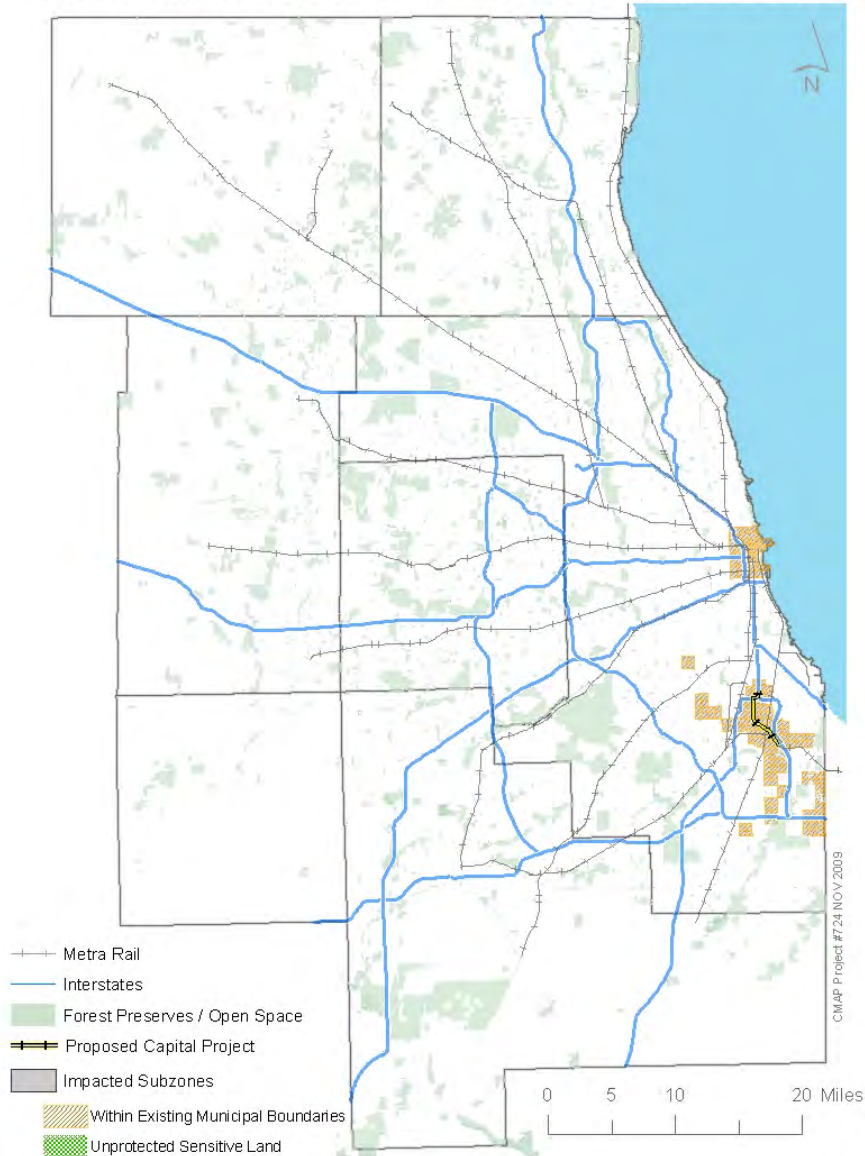
# Red Line South Extension

## Project Description

The Red Line serves Chicago's lakefront neighborhoods from Howard Street to its current terminal at 95<sup>th</sup> Street. This project extends the Red Line to a new terminal at 130<sup>th</sup> Street and the Bishop Ford Freeway, using the Union Pacific railroad corridor.

## Project Map

Red Line Extension (South) Impacts: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The project extends the Red Line, which is currently 22 miles long, for an additional 5.5 miles. It would travel from its current terminus along I-57, then follow the Union Pacific corridor to 130<sup>th</sup> Street, operating on an elevated structure for its entire length. A key component of the plan is an intermodal terminal and a major park-and-ride lot at 130<sup>th</sup> Street. Intermediate stations are planned at 103<sup>rd</sup>, 111<sup>th</sup>, and 115<sup>th</sup>.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	376
	Total income in region	\$412,724,000,000	\$19,842,000
	Gross Regional Product	\$626,828,000,000	\$29,819,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-63
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.29
Mode share	Total trips, auto	29,222,026	1,562
	Total trips, transit	3,306,482	-1,960
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,404
	Average number of jobs accessible within 75 minutes by transit	1,268,062	6,903
Air quality	Daily emissions of VOC, tons	63.554	0.048
	Daily emissions of NOX, tons	50.937	0.005
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-10,217
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	247
	...as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** The estimated completion year for the project is 2015. It is estimated to cost \$879 million to construct in 2009\$, or \$1.14 billion in YOES\$. Annual operating cost is estimated at \$18.3 million in 2009\$.

**Connectivity:** The project will streamline bus-to-rail connections for several bus routes south of 95<sup>th</sup> Street. Currently, thirteen CTA and six Pace routes serve the 95<sup>th</sup> Street station, and nearly 9,000 riders transfer from bus to rail at this station on an average

weekday. Bus access to the 95<sup>th</sup> Street terminal is a key problem that would be addressed by the Red Line extension, which would reduce the number of bus to rail transfers that would need to occur at this location.

Safety and security: The project will increase safety by relieving congestion at the 95<sup>th</sup> Street station, reducing passenger-bus conflicts and the total number of passengers on the station platform in this location. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: A number of vacant and underutilized lots, some under city ownership, have been identified as having redevelopment potential near several of the proposed new stations. Much of the surrounding area is within TIF districts and economic development in these areas is sought.

### **Project Status**

The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the Union Pacific railroad corridor being selected over several other potential alternatives. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at: <http://w.transitchicago.com/Redeis/documents.aspx>

# Orange Line Extension

## Project description

The Orange Line is a rapid transit line serving Chicago's CBD, Southwest side and Midway Airport. This proposal extends the Orange Line from the current terminus at Midway Airport to a new terminal in the vicinity of the Ford City Mall, using the Belt Railway of Chicago right-of-way and Cicero Avenue.

## Project map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project details and evaluation outcomes

Funding constraints required the Orange Line stop short of its original intended terminus at Ford City when initially built. This project completes the original Orange Line plan to provide improved access to downtown from the far southwest side and from the central city to the strong employment corridor along south Cicero Avenue, to provide additional access to retail and employment opportunities. The line will also provide easier access to hotels and residential areas south of Midway Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,925
	Total income in region	\$412,724,000,000	\$101,622,000
	Gross Regional Product	\$626,828,000,000	\$149,043,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	8,492
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.01
	Average travel time in minutes, transit	58.36	-0.33
Mode share	Total trips, auto	29,222,026	776
	Total trips, transit	3,306,482	-453
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,107
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,019
Air quality	Daily emissions of VOC, tons	63.554	-0.031
	Daily emissions of NOX, tons	50.937	-0.034
	Annual emissions of direct PM, tons	1,020.4	-0.7
	Annual emissions of NOX, tons	20,187	-15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-3,366
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	96
	...as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** The estimated completion year for the project is 2015. It is estimated to cost \$445 million to construct in 2009\$, or \$585 million in YOES\$. Annual operating cost is estimated at \$4.5 million in 2009\$.

**Connectivity:** The project will connect to several bus routes. A new park-and-ride lot and bus facilities at Ford City will address constraints at the CTA lot at Midway Airport. Park-and-ride access is a major component of ridership at Orange Line stations near the end of the line, and this project will add 750 parking spaces at its new terminal.

Safety and security: Safety will be enhanced from planned elimination of highway-rail grade crossings and from eliminating bus congestion at the Midway station. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: None identified.

### **Project status**

The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the preferred alignment being selected over several other potential alternatives. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at:

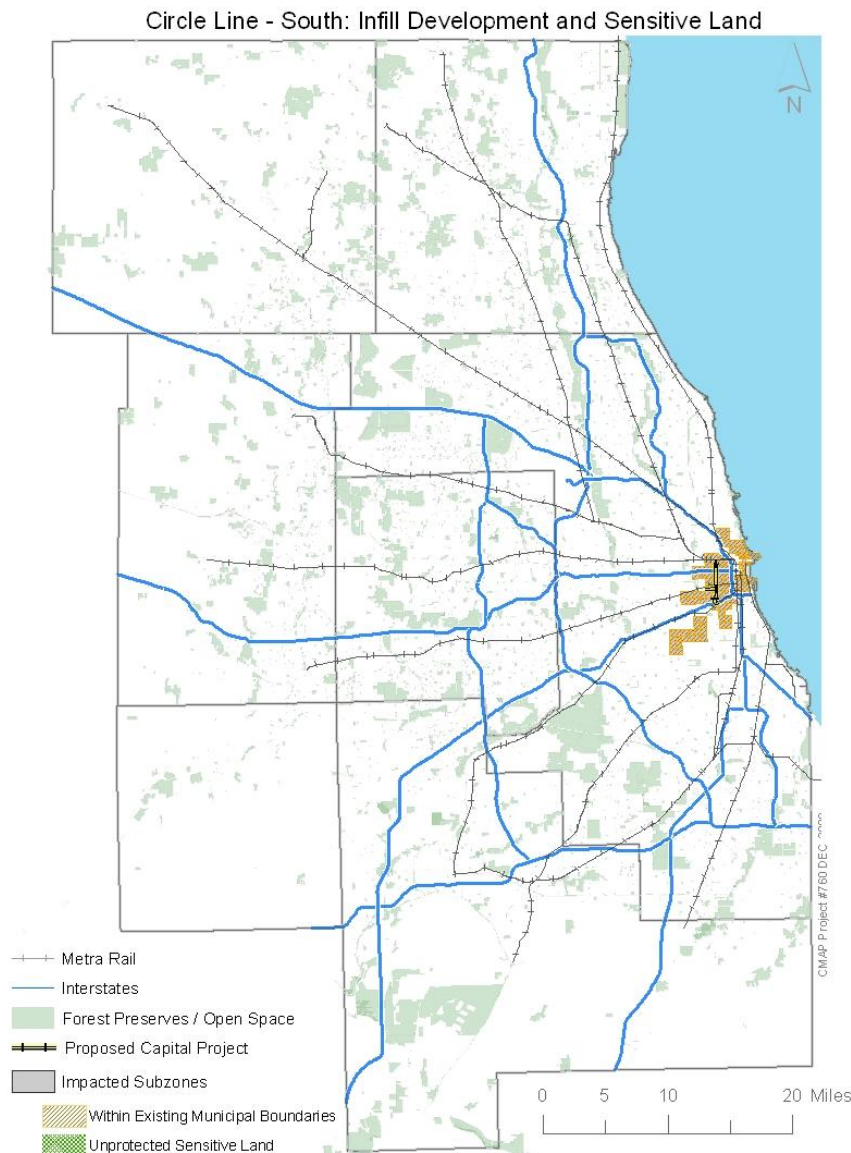
<http://w.transitchicago.com/orangeeis/documents.aspx>

# Circle Line South

## Project description

The Circle Line is a proposed new rail service that will connect several existing CTA rail lines. The southern portion of the Circle Line will travel south from the Ashland station of the Green and Pink Lines, connecting to the Blue Line and continuing to the Orange Line. After this, the route will use the Orange Line alignment to travel into the Loop.

## Project map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*



## Project details and evaluation outcomes

This project creates a new rail line which primarily travels on existing CTA rail tracks. It would use the existing Pink Line tracks from the Ashland station to just below the 18<sup>th</sup> Street station, and then would require construction of a new rail facility to continue south to the Orange Line station at Ashland. The Orange Line tracks would then be used for service into the Loop. Operating details within the Loop are still being developed.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	n/a
	Total income in region	\$412,724,000,000	n/a
	Gross Regional Product	\$626,828,000,000	n/a
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	3,137
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.30
	Average travel time in minutes, transit	58.36	-0.75
Mode share	Total trips, auto	29,222,026	-16,465
	Total trips, transit	3,306,482	19,428
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-462
	Average number of jobs accessible within 75 minutes by transit	1,268,062	29,722
Air quality	Daily emissions of VOC, tons	63.554	0.090
	Daily emissions of NOX, tons	50.937	-0.012
	Annual emissions of direct PM, tons	1,020.4	-0.6
	Annual emissions of NOX, tons	20,187	-4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-12,305
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	155
	...as % of total impacted subzones	n/a	99%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** The estimated completion year for the project is 2015. It is estimated to cost \$1 billion to construct in 2009\$, or \$1.1 billion in YOES. Annual operating cost is estimated at \$22 million in 2009\$.



Connectivity: The project provides numerous connections between CTA rail services, including the Green, Pink, Blue, Orange, and Red Lines, as well as transfer opportunities within the Loop to the Brown and Purple Lines. Future connections are also possible with the Metra Burlington Northern Santa Fe (BNSF) and Rock Island lines. The CTA bus lines served are too numerous to list here. The purpose of the project is to improve connectivity by allowing transfers between services without having to travel all the way into the Loop.

Safety and security: Project provides reroute and bypass capability around Chicago Central Area in the event of an incident. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The Circle Line is identified as a priority within the Chicago Central Area Action Plan. It is also considered a supporting project in the Cook-DuPage corridor study.

### **Project status**

The selection of a Locally Preferred Alternative is underway through the Alternatives Analysis process. More documentation on this, including detailed reports and maps, is available at: [http://w.transitchicago.com/news\\_initiatives/planning/circle.aspx](http://w.transitchicago.com/news_initiatives/planning/circle.aspx)

# Blue Line West Extension

## Project description

The Blue Line is a rapid transit line providing service between Chicago's CBD, central Cook County and O'Hare Airport. This project involves extending the Forest Park branch of the Blue Line further west along or near I-290 and I-88 into central DuPage County. While the proposal extends as far as Lisle, an initial strategic extension to Oak Brook may take advantage of existing development patterns.

## Project map

Blue Line West Extension Impacts: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project details and evaluation outcomes

Potential intermediate station opportunities are at 1<sup>st</sup> Ave, 25<sup>th</sup> Ave, Manheim Road and Roosevelt. Planning for this service should be coordinated with potential projects along the I-290 and I-88 corridors in western Cook and DuPage Counties. Right-of-way needs for multiple transportation improvements will require coordination.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	930
	Total income in region	\$412,724,000,000	\$47,062,000
	Gross Regional Product	\$626,828,000,000	\$70,401,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	1,942
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.04
	Average travel time in minutes, transit	58.36	-0.12
Mode share	Total trips, auto	29,222,026	-3,343
	Total trips, transit	3,306,482	3,912
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,000
	Average number of jobs accessible within 75 minutes by transit	1,268,062	24,616
Air quality	Daily emissions of VOC, tons	63.554	-0.007
	Daily emissions of NOX, tons	50.937	-0.026
	Annual emissions of direct PM, tons	1,020.4	-0.5
	Annual emissions of NOX, tons	20,187	-10
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-16,264
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	217
	...as % of total impacted subzones	n/a	95%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital cost is \$3,500,000,000 (CTA) with a completion year of 2040.

Connectivity: The project improves connections to Pace routes operating in western Cook and eastern and central DuPage Counties. It also would interface with the “J-Line” and coordination between these services will be necessary.

Safety and security: Route would provide redundancy for several east-west expressway and arterial routes traversing DuPage and Cook Counties. Various in-

vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

Consistency with subregional plans: The western extension of the Blue Line is recommended in the Cook-DuPage corridor study. Also, transit centers in a number of the locations served (including Oak Brook and Yorktown Mall in Lombard) are recommended in the DuPage Area Transit Plan. The Village of Maywood in its 2008 Comprehensive Plan update sought to extend the Blue Line to First Avenue as either a terminal location or part of a larger extension to the western suburbs.

### **Project status**

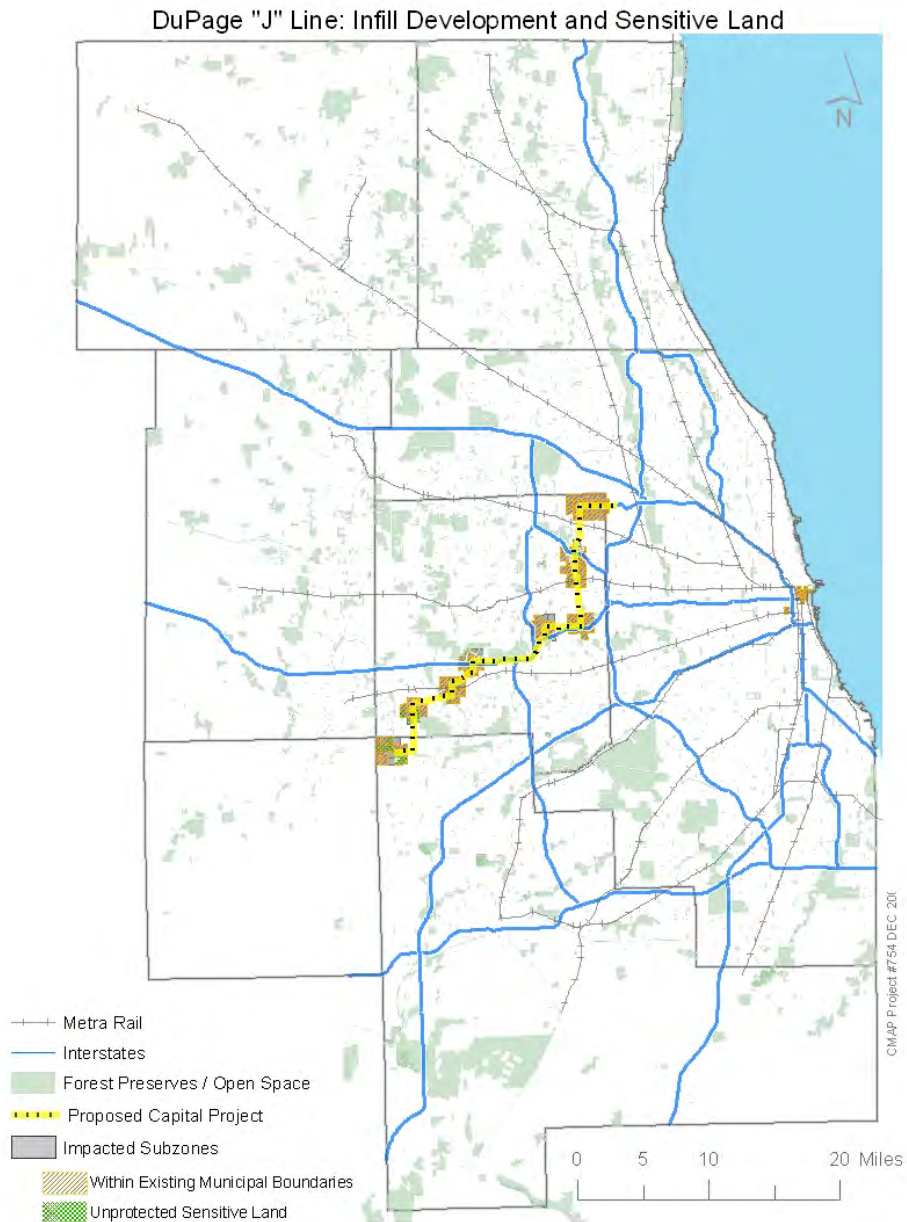
This project is in an early stage of planning and has not entered the federal Alternatives Analysis process.

# DuPage "J-Line" Bus Rapid Transit

## Project Description:

The "J" Bus Rapid Transit (BRT) Route would provide a high-speed link from O'Hare through Oak Brook, to Naperville and Aurora and to the proposed STAR Line at 95<sup>th</sup> Street.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated stations or interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The proposed DuPage J-Line BRT would serve regional employment or residential areas: the IL 59 / Fox Valley corridor in Aurora, downtown Naperville, the Naperville/Warrenville Rd commercial area, Butterfield Road, then north along IL 83 through eastern DuPage county into the Addison and Elk Grove areas, finally traversing the proposed Elgin O'Hare East Extension terminating at the proposed West O'Hare terminal. The line would operate initially in priority lanes on surface streets and employ a variety of new techniques and technologies to speed service. However, at full operation, the "J" route will provide high-speed service operating on an exclusive busway. Nine stops have been proposed.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	491
	Total income in region	\$412,724,000,000	\$24,975,000
	Gross Regional Product	\$626,828,000,000	\$36,911,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	7,524
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.02
	Average travel time in minutes, transit	58.36	-0.19
Mode share	Total trips, auto	29,222,026	2,619
	Total trips, transit	3,306,482	170
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,078
	Average number of jobs accessible within 75 minutes by transit	1,268,062	-2,311
Air quality	Daily emissions of VOC, tons	63.554	0.024
	Daily emissions of NOX, tons	50.937	-0.003
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-3,139
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	16
	...as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	159
	...as % of total impacted subzones	n/a	89%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Not identified.

Connectivity: The project connects to several existing rail lines, including the BNSF, UP-W, and MD-W, as well as a number of planned services including the STAR Line,

Blue Line extension to Lisle, and Schaumburg-O'Hare transit service along the Elgin-O'Hare Expressway. The "J" route will be part of Pace's Rapid Transit Network.

Safety and Security: the project will enhance safety by providing exclusive right-of-way to bus movements and more visible and protected passenger stops for users. J-Line may also provide evacuation route from incidents at any key activity center (e.g. O'Hare Airport, Oak Brook Mall, Naperville-Warrenville, Fox Valley) along route.

Bicycle and pedestrian accommodation: proposed stops will be integrated into existing and proposed local and regional bicycle and pedestrian networks.

Consistency with subregional plans: the "J" Line is part of the DuPage Area Transit Plan. The DuPage Area Transit Plan is intended to provide a fully integrated multimodal and regionally coordinated transit system for DuPage County. The "J" Line has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

### **Project Status**

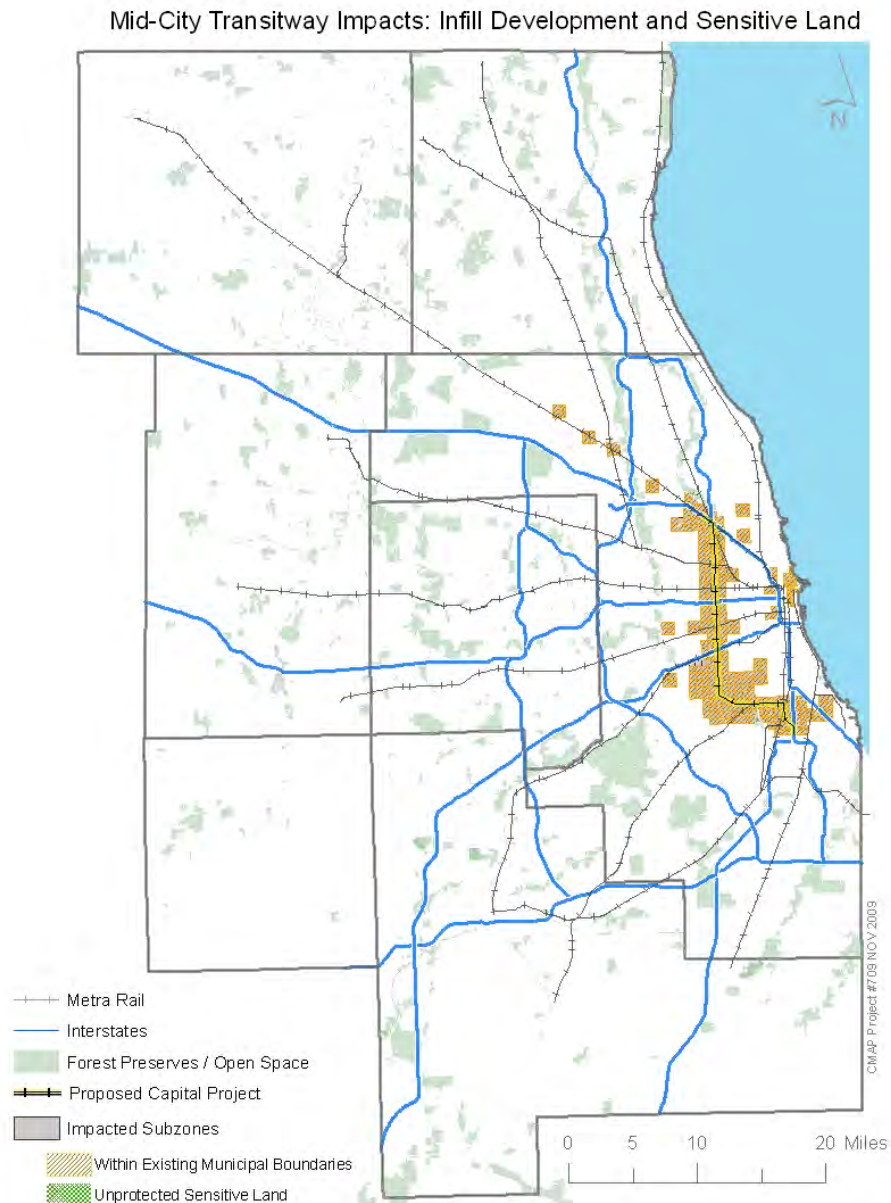
No Phase I engineering activities (e.g. alternatives analysis) have been scheduled thus far. This project presently has a year 2030 completion time frame.

# Mid-City Transitway

## Project Description

This proposal provides for a transitway operating between the Jefferson Park Blue Line station and the 87<sup>th</sup> Street Red Line station.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*



## Project Details and Evaluation Outcomes

The Mid City Transitway will be a rapid transit or BRT corridor traveling north-south along the Belt Railway ROW (4600 W) from the Jefferson Park Blue Line station to Ford City (7600 S) and then east-west to the Red Line, along a yet-to-be-determined alignment (an E-W alignment along RR tracks parallel to 74<sup>th</sup> Street is evaluated below).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	193
	Total income in region	\$412,724,000,000	\$12,293,000
	Gross Regional Product	\$626,828,000,000	\$18,614,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	12,485
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.01
	Average travel time in minutes, transit	58.36	-0.15
Mode share	Total trips, auto	29,222,026	748
	Total trips, transit	3,306,482	-1,016
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-722
	Average number of jobs accessible within 75 minutes by transit	1,268,062	37,738
Air quality	Daily emissions of VOC, tons	63.554	0.044
	Daily emissions of NOX, tons	50.937	0.002
	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-7,405
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	468
	...as % of total impacted subzones	n/a	99%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$4.9 billion (2009 \$) capital cost (CTA, July 2009).

Connectivity: Several intermediate stops, mainly at transfer points with CTA bus routes and CTA transit stations, are planned.

Safety and Security: The project enhances safety by providing a transit alternative for non-CBD focused trips. Evacuation from incidents, particularly in the O'Hare area can also be facilitated.

Bicycle and pedestrian accommodation: the Mid-City transitway will have adequate access for pedestrians and bicyclists, as well as be integrated into the City of Chicago's bicycle network system. It is unclear whether the Mid-City will have parallel non-motorized pathways.

Consistency with subregional plans: The Mid-City Transitway has been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

### **Project Status**

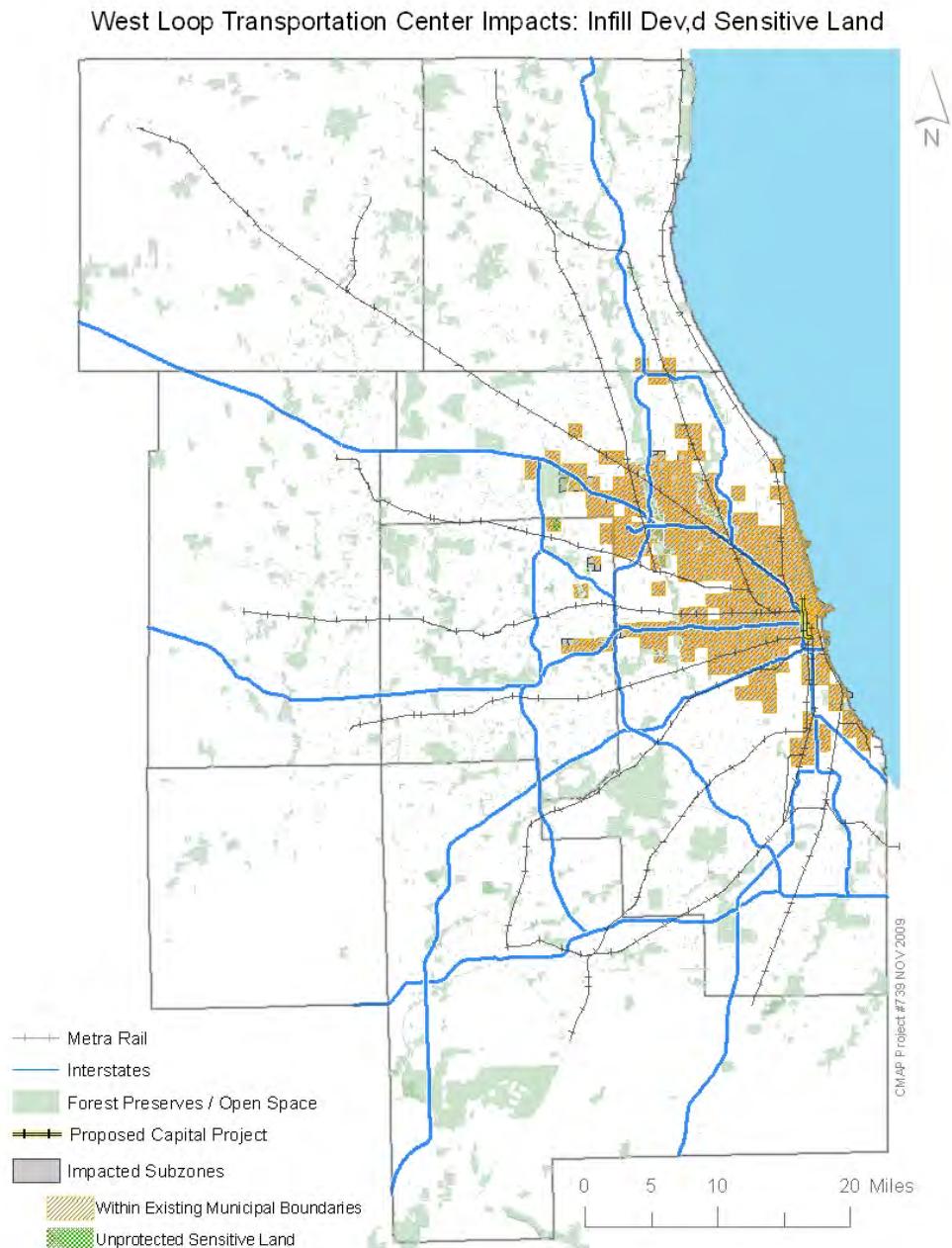
The City of Chicago is currently in planning for a specific service proposal in this corridor; thus far no preliminary engineering studies have been scheduled. This project has a year 2040 completion time frame.

# West Loop Transportation Center

## Project Description

The West Loop Transportation Center is a proposed transportation terminal located under Clinton Street between the Eisenhower Expressway and Lake Street in Chicago.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The terminal structure for the West Loop Transportation Center is envisioned to incorporate three levels that accommodate and facilitate easy transfers between inter-city rail, commuter rail, rapid transit and bus services. The upper level will serve the routes of the proposed Central Area Bus Rapid Transit System with destinations in the North Michigan Avenue Area, River North, McCormick Place, and the eastern part of the Loop. The middle level will serve a new rapid transit line under study. The lower level will provide two through tracks for either commuter rail or intercity services.

The proposal also includes increased capacity for Chicago Union Station which serves several commuter and intercity passenger rail services. This project would include through-routing some Amtrak intercity trains and Metra commuter trains via the new subway beneath Clinton Street and would provide increased capacity by creating a new station stop beneath Clinton Street. This also would permit direct through operation of trains continuing past downtown Chicago.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	171
	Total income in region	\$412,724,000,000	\$13,984,000
	Gross Regional Product	\$626,828,000,000	\$20,685,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-2,009
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.04
	Average travel time in minutes, transit	58.36	-0.25
Mode share	Total trips, auto	29,222,026	1,805
	Total trips, transit	3,306,482	136
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-241
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,539
Air quality	Daily emissions of VOC, tons	63.554	0.018
	Daily emissions of NOX, tons	50.937	-0.005
	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	-2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-4,340
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	2
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	947
	...as % of total impacted subzones	n/a	97%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated project capital cost is \$2 billion.

Connectivity: Proposed facility would connect nearly all of the Metra commuter rail services – the Union Pacific, the Milwaukee District, the BNSF and the Heritage lines; other rail services such as those originating at LaSalle (RID, SWS, proposed SES) and Millennium (Metra Electric, South Shore) can be accessed by subway (Blue Line) or by proposed bus transitways.

Safety and Security: The project enhances safety by reducing pedestrian-to-rail and bus-to-rail travel trips, thereby decreasing the likelihood of congestion-related incidents. Multi-level underground facility may provide shelter and stay-in-place facilities (e.g. air raid protection).

Bicycle and pedestrian accommodations: Proposed facility will be highly accessible to pedestrians and bicyclists.

Consistency with subregional plans: The project is a key transportation recommendation for an improved West Loop district listed in Chapter 5 of the City of Chicago Central Area Action Plan.

### **Project Status**

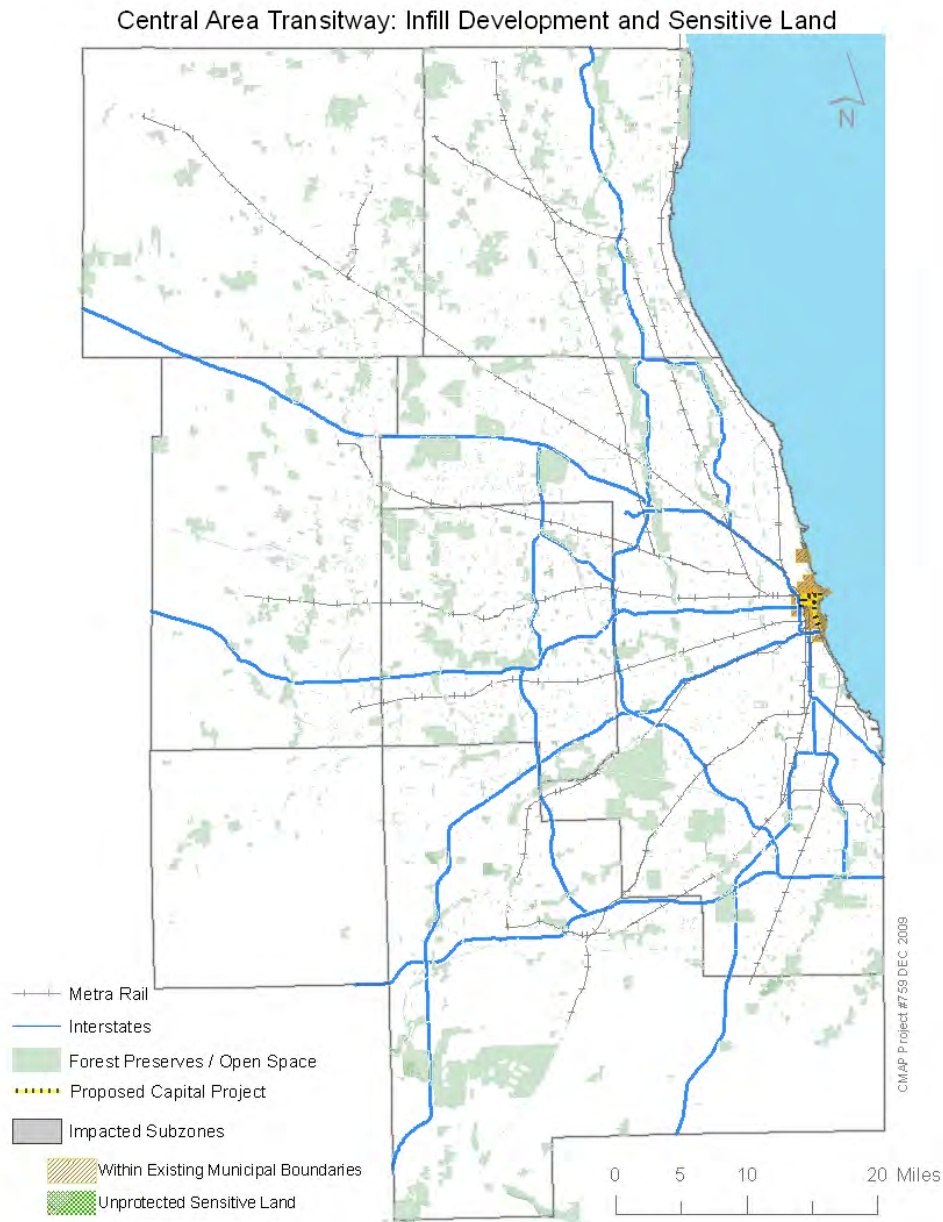
No preliminary engineering or planning activities (e.g alternatives analysis) are currently scheduled. This project has a year 2020 completion time frame.

# Central Area Transitway

## Project Description

The Central Area Bus Rapid Transit System consists of several components providing improved transit circulation in downtown Chicago. The project would offer priority transit service on arterial streets or dedicated rights-of-way with rapid boarding and alighting.

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The project consists of a new bus or rail system designed to circulate passengers around downtown and distribute commuters from major transit centers to destinations throughout the Central Area. Routes will connect the West Loop Area with North Michigan Avenue, the eastern Loop, Illinois Center, the Museum Campus and McCormick Place. A new east-west busway could be either at-grade or below street level. A north-south route between North Michigan Avenue and McCormick Place will use the existing Lakefront Busway. The system will include features designed to make transit reliable and attractive, including exclusive busways and priority lanes on city streets.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,013
	Total income in region	\$412,724,000,000	\$61,756,000
	Gross Regional Product	\$626,828,000,000	\$88,919,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	81
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.08
	Average travel time in minutes, transit	58.36	-0.21
Mode share	Total trips, auto	29,222,026	-15,491
	Total trips, transit	3,306,482	16,864
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	991
	Average number of jobs accessible within 75 minutes by transit	1,268,062	11,395
Air quality	Daily emissions of VOC, tons	63.554	0.047
	Daily emissions of NOX, tons	50.937	0.007
	Annual emissions of direct PM, tons	1,020.4	0.4
	Annual emissions of NOX, tons	20,187	4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	21,779
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	106
	...as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Estimated cost of the Carroll Avenue transitway portion of the project range from \$250 million to \$400 million depending on the vehicle technology selected.

**Connectivity:** Central Area Transitway will connect with all transit services that serve Chicago's central area.

Safety and Security: Central Area Transitway may provide redundancy (alternative route or path) in the event of incidents affecting service on other transit lines and could provide short term evacuation routing.

Bicycle and pedestrian accommodation: The line will be accessible to large number of pedestrians and bicyclists at various stops and transfer points.

Consistency with subregional plans: The Carroll Avenue portion of the Transitway project is a key transportation recommendation for an improved Near North district listed in Chapter 5 of the City of Chicago Central Area Action Plan.

## **Project Status**

Several key initiatives are taking place now to support the Central Area Bus Rapid Transit Project. First, studies have been prepared for the Carroll Avenue transitway element of the project, along a now unused railroad right-of-way along the north side of the Chicago River Main Branch. These studies include conceptual plans and capital cost estimates. The City of Chicago plans to begin an alternatives analysis for the Carroll Avenue transitway element in 2009. The Clinton Street element of the project is under study as part of the West Loop Transportation proposal by CDOT and CTA. For this element, property rights necessary for the project are being sought as the adjacent properties are developed. Study of other element, including the extension to the Museum Campus and McCormick Place, is expected to begin in late 2009.

The overall project is viewed as having a year 2020 completion time frame.

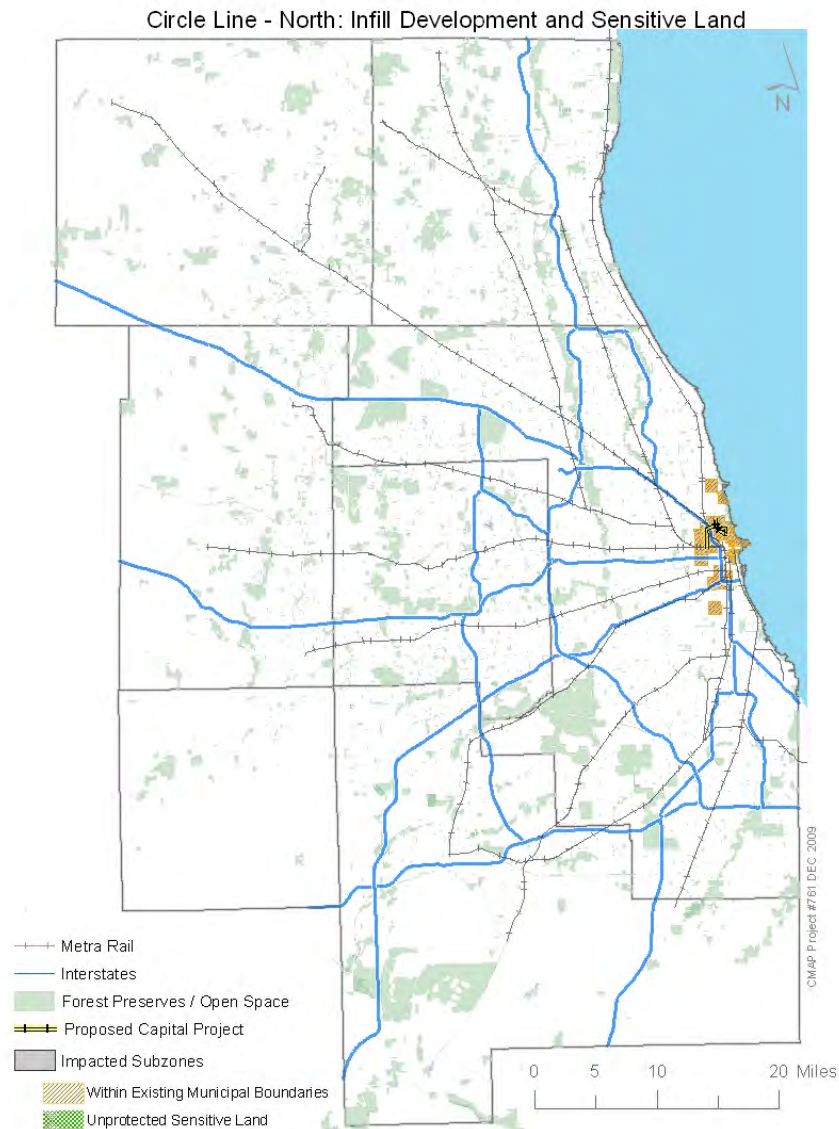


# Circle Line North

## Project description

The Circle Line is a proposed new rail service that will connect several existing CTA rail lines. The northern portion of the Circle Line will connect the Ashland station of the Green and Pink Lines (also the northern terminus of the southern portion of the Circle Line) to the Red, Brown, and Purple Lines. This portion has been explored in less detail than the southern portion, and is considered a long term vision.

## Project map



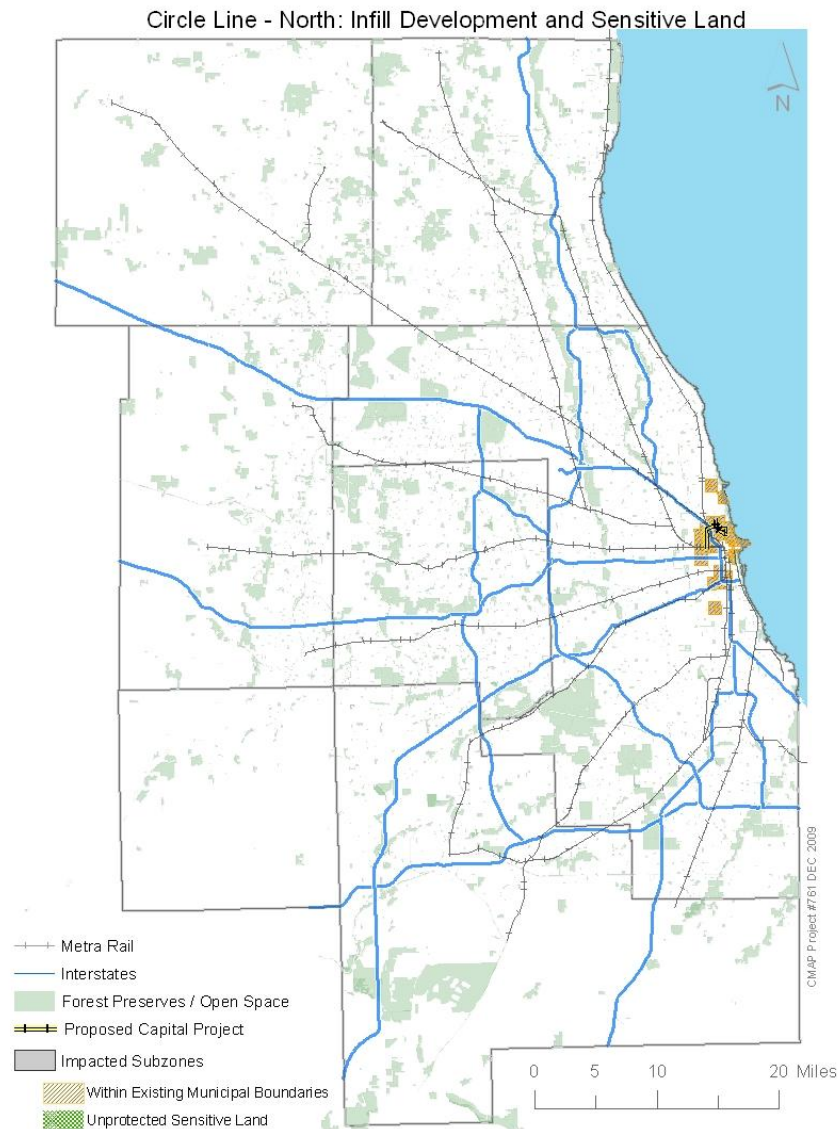
*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

# Circle Line North

## Project description

The Circle Line is a proposed new rail service that will connect several existing CTA rail lines. The northern portion of the Circle Line will connect the Ashland station of the Green and Pink Lines (also the northern terminus of the southern portion of the Circle Line) to the Red, Brown, and Purple Lines. This portion has been explored in less detail than the southern portion, and is considered a long term vision.

## Project map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project details and evaluation outcomes

A variety of alignments are possible for the connection to the Red, Purple, and Brown Lines; a connection somewhere in the vicinity of North Avenue or Division Street is expected.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	n/a
	Total income in region	\$412,724,000,000	n/a
	Gross Regional Product	\$626,828,000,000	n/a
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	18,879
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.39
	Average travel time in minutes, transit	58.36	-0.47
Mode share	Total trips, auto	29,222,026	-14,301
	Total trips, transit	3,306,482	16,436
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-638
	Average number of jobs accessible within 75 minutes by transit	1,268,062	20,865
Air quality	Daily emissions of VOC, tons	63.554	0.132
	Daily emissions of NOX, tons	50.937	-0.001
	Annual emissions of direct PM, tons	1,020.4	-0.4
	Annual emissions of NOX, tons	20,187	1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	978
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	97
	...as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Not identified.

Connectivity: The project is expected to provide connections between the Green, Pink, Red, Brown, and Purple Lines as well as a variety of CTA bus lines served are too numerous to list here. The purpose of the project is to improve connectivity by allowing transfers between services without having to travel all the way into the Loop.

Safety and security: Project provides reroute and bypass capability around Chicago Central Area in the event of an incident. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The Circle Line is identified as a priority within the Chicago Central Area Action Plan. It is also considered a supporting project in the Cook-DuPage corridor study.

### **Project status**

The selection of a Locally Preferred Alternative for the southern portion of the Circle Line is underway through the Alternatives Analysis process. More documentation on this, including detailed reports and maps, is available at:

[http://w.transitchicago.com/news\\_initiatives/planning/circle.aspx](http://w.transitchicago.com/news_initiatives/planning/circle.aspx). The northern portion is considered a longer term project.

## Project details and evaluation outcomes

The extension would be an elevated or subway rapid transit (HRT) corridor along Lawrence from Kimball to Jefferson Park with intermediate stations at Pulaski and Elston. The proposed extension of the Brown Line would provide expedited access for O'Hare employment and air travel trips from Chicago's north side and other communities along the Brown, Yellow, Purple, and Red Lines. The extension would also serve as a link to the proposed Mid-City Transitway BRT serving the Cicero Avenue corridor thus forming a circumferential transit network serving non-CBD Chicago communities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,213
	Total income in region	\$412,724,000,000	\$63,138,000
	Gross Regional Product	\$626,828,000,000	\$92,280,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-549
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.04
	Average travel time in minutes, transit	58.36	-0.17
Mode share	Total trips, auto	29,222,026	-486
	Total trips, transit	3,306,482	418
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	5,915
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,903
Air quality	Daily emissions of VOC, tons	63.554	-0.025
	Daily emissions of NOX, tons	50.937	-0.027
	Annual emissions of direct PM, tons	1,020.4	-0.5
	Annual emissions of NOX, tons	20,187	-11
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-18,709
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	31
	...as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** The project is estimated to be completed in 2040. Project capital cost is estimated at \$3.7 billion (in 2009\$) with annual operating costs of \$9 million.

Connectivity: The project directly connects the Brown and Blue Lines, with a connection to the proposed Mid-City Transitway also planned. Numerous CTA bus routes would also feature improved connections due to this project.

Safety and security: Project will provide additional evacuation routes and travel alternatives in the event of an incident to I-90 or O'Hare Airport. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: none identified.

### **Project status**

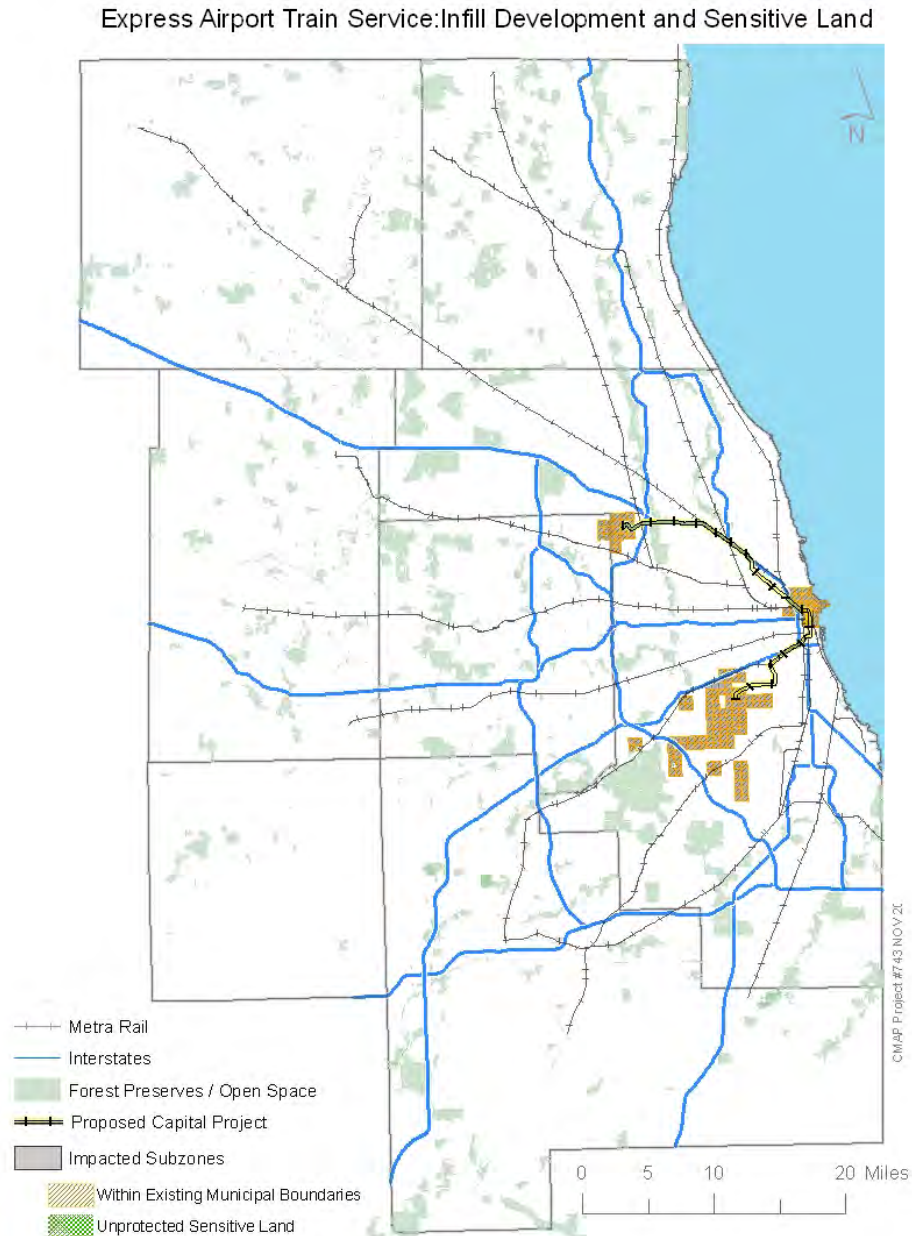
This project was identified during the Alternatives Analysis process for the Circle Line. The Brown Line extension is in an early stage of planning.

# Express Airport Train Service

## Project Description

The proposed Express Airport Train Service will provide non-stop service along CTA's Blue and Orange Lines, providing fast, direct service between O'Hare and Midway Airports and Chicago's central business district (CBD).

## Project Map



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project Details and Evaluation Outcomes

The proposal includes a new downtown terminal providing passengers with boarding passes and baggage check-in. New vehicles will be specially designed for airline passengers and will feature spacious seating, business and air traveler amenities and space for carry-on luggage. The initial proposal provides express rail service between O'Hare International Airport and Midway International Airport with a single stop at a new station (Washington Intermodal Station, 108 North State Street) between the Red and Blue Lines in the Loop. The downtown station will be designed for checked baggage, airline check-in, and other airline passenger amenities, and will include pedestrian connections to the Blue and Red lines as well as the downtown underground pedestrian walkway. Station improvements at Midway and O'Hare are included in the proposal.

Several other related concepts are being discussed, specifically 1) bypass tracks; 2) a McCormick Place-based Express Service; and 3) privately operated express line operation.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	880
	Total income in region	\$412,724,000,000	\$49,243,000
	Gross Regional Product	\$626,828,000,000	\$72,123,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	5,141
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.02
	Average travel time in minutes, transit	58.36	-0.17
Mode share	Total trips, auto	29,222,026	-373
	Total trips, transit	3,306,482	1,516
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-466
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,919
Air quality	Daily emissions of VOC, tons	63.554	0.026
	Daily emissions of NOX, tons	50.937	0.004
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,697
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	240
	...as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.



Cost: Estimated capital cost of this project is \$1.8 billion, with annual operating cost of \$15 million (Parson Brinkerhoff Business Plan).

Connectivity: Terminal at O'Hare will connect with current regular Blue Line service and proposed STAR Line and O'Hare to Schaumburg services. Downtown terminal will be connected to all CTA services operating in the Central Area. Midway terminal will connect to current Orange Line service and proposed Inner Circumferential and Mid-City Transitway services.

Safety and Security: New rail capacity and operational improvements may provide redundancy for Blue and Orange lines in the event of an incident.

Bicycle and pedestrian accommodations: none specified

Consistency with subregional plans: the project is listed in Chapter 5 of the City of Chicago Central Area Action Plan.

### **Project Status**

No initial studies or engineering are currently scheduled. This project is viewed as having a medium term (year 2020) completion time frame.

# Schaumburg-O'Hare Transit Connection

## Project description

A transit component has been proposed as part of the Elgin-O'Hare Expressway improvements. The mode (rail or BRT) and operator of this service has not yet been determined.

## Project map

O'Hare to Schaumburg Transit Service: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project details and evaluation outcomes

Currently, planning for the Elgin-O'Hare Expressway eastern improvements includes reservation of right of way for a future transit service. This project is expressed as a generic transit service that connects O'Hare's proposed western terminal to Schaumburg along the Elgin-O'Hare Expressway corridor.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-302
	Total income in region	\$412,724,000,000	(\$10,540,000)
	Gross Regional Product	\$626,828,000,000	(\$14,762,000)
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	7,645
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.16
Mode share	Total trips, auto	29,222,026	-3,788
	Total trips, transit	3,306,482	4,681
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,807
	Average number of jobs accessible within 75 minutes by transit	1,268,062	10,958
Air quality	Daily emissions of VOC, tons	63.554	0.029
	Daily emissions of NOX, tons	50.937	0.006
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	708
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	2
	...as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	141
	...as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** Estimated capital cost is \$1,800,000,000. The project is scheduled to be completed by year 2040.

**Connectivity:** The project may connect with the Blue Line, "J-Line," and STAR Line, with connections also possible to the Milwaukee District-West Line.

**Safety and security:** Project will provide redundancy in the event of incidents along the Elgin O'Hare East Extension or I-290, as well as an evacuation route from an incident affecting either O'Hare Airport or the Woodfield commercial area. Various in-vehicle

and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: Stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The ongoing study of the Elgin-O'Hare Expressway, which included a land use and economic development component, highlighted the need for transit service in this corridor.

### **Project status**

This project is in an early stage of planning and has not entered the federal Alternatives Analysis process.

# Yellow Line Extension

## Project description

The Yellow Line, also known as the Skokie Swift, provides service to Skokie from the Howard station, which is also served by the Red and Purple Lines. This project extends the Yellow Line to a new terminal at Old Orchard Mall.

## Project map

Yellow Line Enhancements / Extension: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*

## Project details and evaluation outcomes

The project extends the Yellow Line for an additional 1.6 miles. It would travel from its current terminus along the Union Pacific Railroad until reaching the Edens Expressway, then travel north on the east side of the expressway to Old Orchard Mall, operating on an elevated structure for its entire length.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	994
	Total income in region	\$412,724,000,000	\$45,843,000
	Gross Regional Product	\$626,828,000,000	\$67,917,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-2,166
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.02
	Average travel time in minutes, transit	58.36	-0.33
Mode share	Total trips, auto	29,222,026	-984
	Total trips, transit	3,306,482	1,015
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,413
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,471
Air quality	Daily emissions of VOC, tons	63.554	0.005
	Daily emissions of NOX, tons	50.937	-0.019
	Annual emissions of direct PM, tons	1,020.4	-0.4
	Annual emissions of NOX, tons	20,187	-8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-21,019
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	86
	...as % of total impacted subzones	n/a	97%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

**Cost:** The estimated completion year for the project is 2015. It is estimated to cost \$263 million to construct in 2009\$, or \$348 million in YOES\$. Annual operating cost is estimated at \$2.1 million in 2009\$.

**Connectivity:** Currently two CTA and two Pace routes serve the Dempster station, the terminal of the Yellow Line. The extension of the Yellow Line would add connections to seven additional bus routes that serve the Old Orchard Mall.

Bicycle and pedestrian accommodation: The Village of Skokie has included pedestrian accommodations to support transit service as an element in its comprehensive plan.

Consistency with subregional plans: The Village of Skokie has included the Yellow Line extension within its comprehensive plan and has done significant land use planning to support this project.

### **Project status**

The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the selection of a preferred alignment that follows the UP railroad to a terminal to the east of the Edens Expressway. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at: <http://w.transitchicago.com/yelloweis/documents.aspx>

# North Red Line Improvements

## Project description

The Red Line serves Chicago's lakefront neighborhoods from Howard to its current terminal at 95th Street. This project includes improvements to the Red Line between the Addison and Howard stations. Along this segment, the Red Line operates within the same right of way as the Purple Line express service, which would also be affected by this project.

## Project map

North Red Line Improvements Impacts: Infill Development and Sensitive Land



*This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.*



## Project details and evaluation outcomes

Elements of the project include:

- Rehabilitation of the structure, tracks, power, and signal system to improve reliability and travel speeds.
- Station reconstruction or rehabilitation to make them accessible to persons with disabilities and expand capacity.
- Additional express service on the Purple Line south of Howard station to downtown.
- Reconfiguration of some station platforms between Howard and Belmont to allow express and local trains to serve the station.
- Improvements to bus transfer facilities and alignment of station entrances to provide convenient access to major east-west bus corridors.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	408
	Total income in region	\$412,724,000,000	\$18,766,000
	Gross Regional Product	\$626,828,000,000	\$27,721,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-4,708
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.19
Mode share	Total trips, auto	29,222,026	-872
	Total trips, transit	3,306,482	1,622
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	147
	Average number of jobs accessible within 75 minutes by transit	1,268,062	7,674
Air quality	Daily emissions of VOC, tons	63.554	-0.007
	Daily emissions of NOX, tons	50.937	-0.016
	Annual emissions of direct PM, tons	1,020.4	-0.3
	Annual emissions of NOX, tons	20,187	-6
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-11,653
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	...as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	284
	...as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The project is estimated to be completed in 2030. Project capital cost is estimated at \$2.26 billion (in 2009\$). Annual operating cost would not be increased.

Connectivity: The project is expected to improve and expand service on an existing facility, and would improve connectivity but not create new connections.

Safety and security: Project will improve Red Line's capability as a travel alternative in the event of incidents affecting North Lake Shore Drive and other parallel N-S thoroughfares. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: Station area plans have been created as part of a separate initiative involving UIC, and the project seeks to encourage transit oriented development.

### **Project status**

A vision study for this project is currently underway. Information concerning this process is online at: [http://www.transitchicago.com/news\\_initiatives/planning/redpurplevision.aspx](http://www.transitchicago.com/news_initiatives/planning/redpurplevision.aspx). This study is expected to be completed in 2010.

## CMA's State Legislative Update

### February 2010

The following are transportation bills CMAP is currently monitoring.

**HB2516 Short Description:** COUNTY-TAX OPT OUT

**House Sponsors** Rep. [Jack D. Franks](#) **Senate Sponsors** (Sen. [Pamela J. Althoff](#) )

**Last Action**

2/17/2010	Senate	Referred to <a href="#">Assignments</a>
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**HB4626 Short Description:** RAIL CORRIDOR-SPRINGFIELD

**House Sponsors** Rep. [Michael J. Madigan](#)

**Last Action**

9/30/2009	House	Assigned to <a href="#">Railroad Industry Committee</a>
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**HB4635 Short Description:** HWY CD-MOTOR FUEL TAX FUNDS

**House Sponsors** Rep. [JoAnn D. Osmond](#)

**Last Action**

2/8/2010	House	Assigned to <a href="#">Transportation, Regulation, Roads &amp; Bridges Committee</a>
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**HB4654 Short Description:** MASS TRANS-SENIOR FREE

**House Sponsors** Rep. [Suzanne Bassi](#) **Senate Sponsors** Sen. [Christine Radogno](#)

**Last Action**

2/25/2010	Senate	Referred to <a href="#">Assignments</a>
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**HB4768 Short Description:** TRANSPORTATION PLANNING

**House Sponsors** Rep. [Elaine Nekritz](#)

**Last Action**

1/11/2010	House	Referred to <a href="#">Rules Committee</a>
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**HB4948 Short Description:** INC TX-SAFE RIDES CHECKOFF

**House Sponsors** Rep. [Robert W. Pritchard](#)

**Hearings**

Income Tax, Subcommittee Hearing Mar 4 2010 8:05AM Capitol Building Room 122B  
Springfield, IL

**Last Action**

2/3/2010	House	Assigned to <a href="#">Revenue &amp; Finance Committee</a>
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**HB5446 Short Description:** MUNI-CONTRACT-MASS TRANSIT

**House Sponsors** Rep. [Al Riley](#)

**Last Action**

2/5/2010	House	Referred to <a href="#">Rules Committee</a>
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**SB2479 Short Description:** METRA-COMMUTER SERVICE

**Senate Sponsors** Sen. [Kwame Raoul](#)

**Last Action**

2/23/2010	Senate	Postponed - <a href="#">Transportation</a>
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**SB2571 Short Description:** HIGH-SPEED RAIL AUTH-TECH

**Senate Sponsors** Sen. [Martin A. Sandoval](#)

**Last Action**

2/23/2010	Senate	Placed on Calendar Order of 2nd Reading February 24, 2010
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**SB3109 Short Description:** MOTOR FUEL SALE-DISABLD ASSIST

**Senate Sponsors** Sen. [Mike Jacobs](#)

**Hearings**

Consumer Protection Hearing Mar 3 2010 9:00AM Capitol 409 Springfield

**SB3417 Short Description:** RTA-WORKING CASH NOTES

**Senate Sponsors** Sen. [Dan Kotowski](#)

**Last Action**

2/24/2010	Senate	Assigned to <a href="#">Executive</a>
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**SB3524 Short Description:** SAFE ROUTES TO SCHOOL PROGRAM

**Senate Sponsors** Sen. [Martin A. Sandoval](#)

**Hearings**

Transportation Hearing Mar 2 2010 6:00PM Capitol 400 Springfield

**Last Action**

2/24/2010	Senate	Assigned to <a href="#">Transportation</a>
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**SB3671 Short Description:** VEH CD-ROAD CORRIDOR-HEARING

**Senate Sponsors** Sen. [Kyle McCarter](#)

**Last Action**

2/24/2010	Senate	Assigned to <a href="#">Executive</a>
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